T&T: OUR GWAC TRANSFORMATION BEGINS

CLASSIC LAND ROVER

NOVEMBER 2025
ISSUE NO 150
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Meet Becky and her Discovery 2

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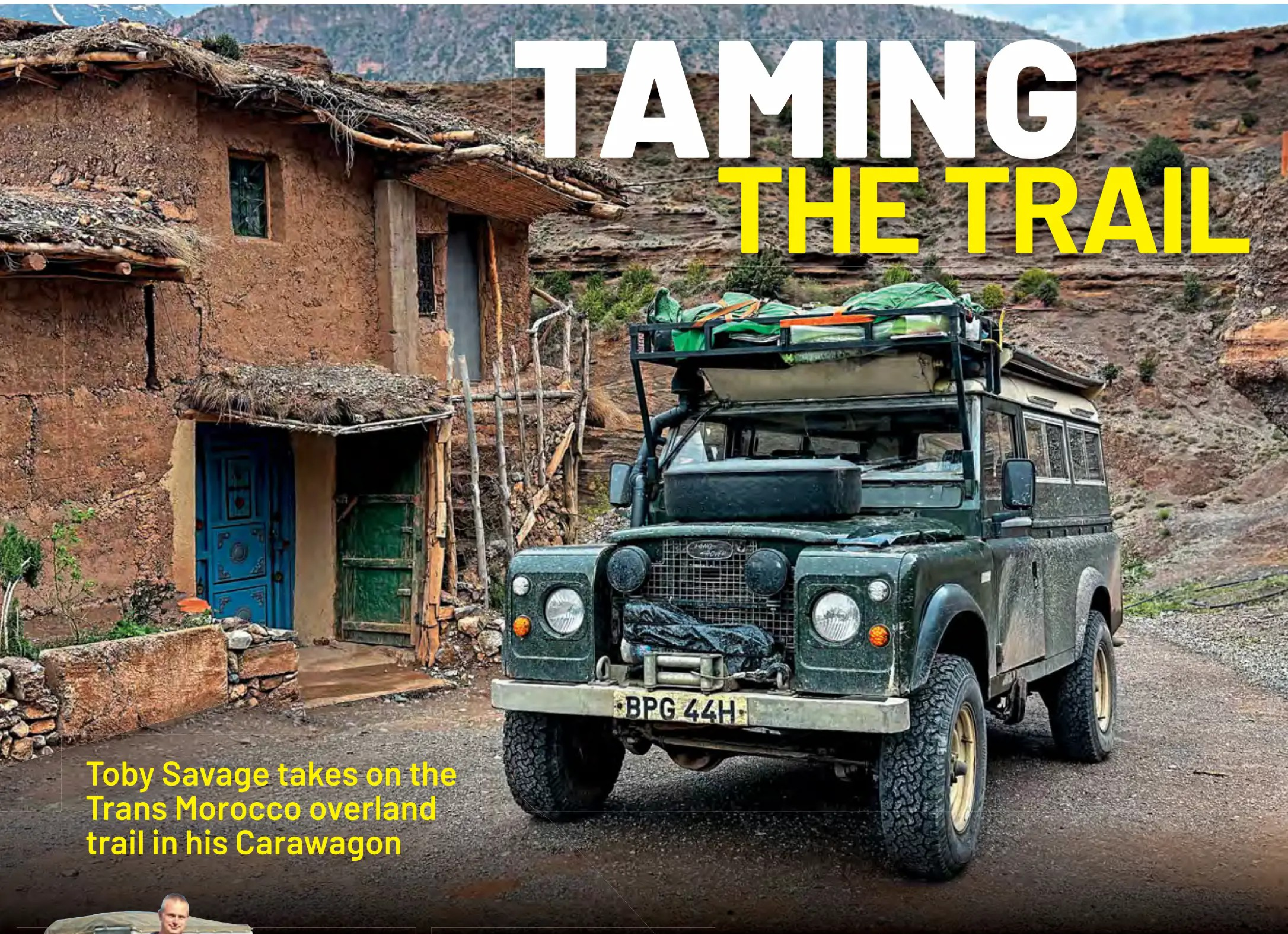


TAMING THE TRAIL

Toby Savage takes on the Trans Morocco overland trail in his Carawagon

COMRADES IN ARMS

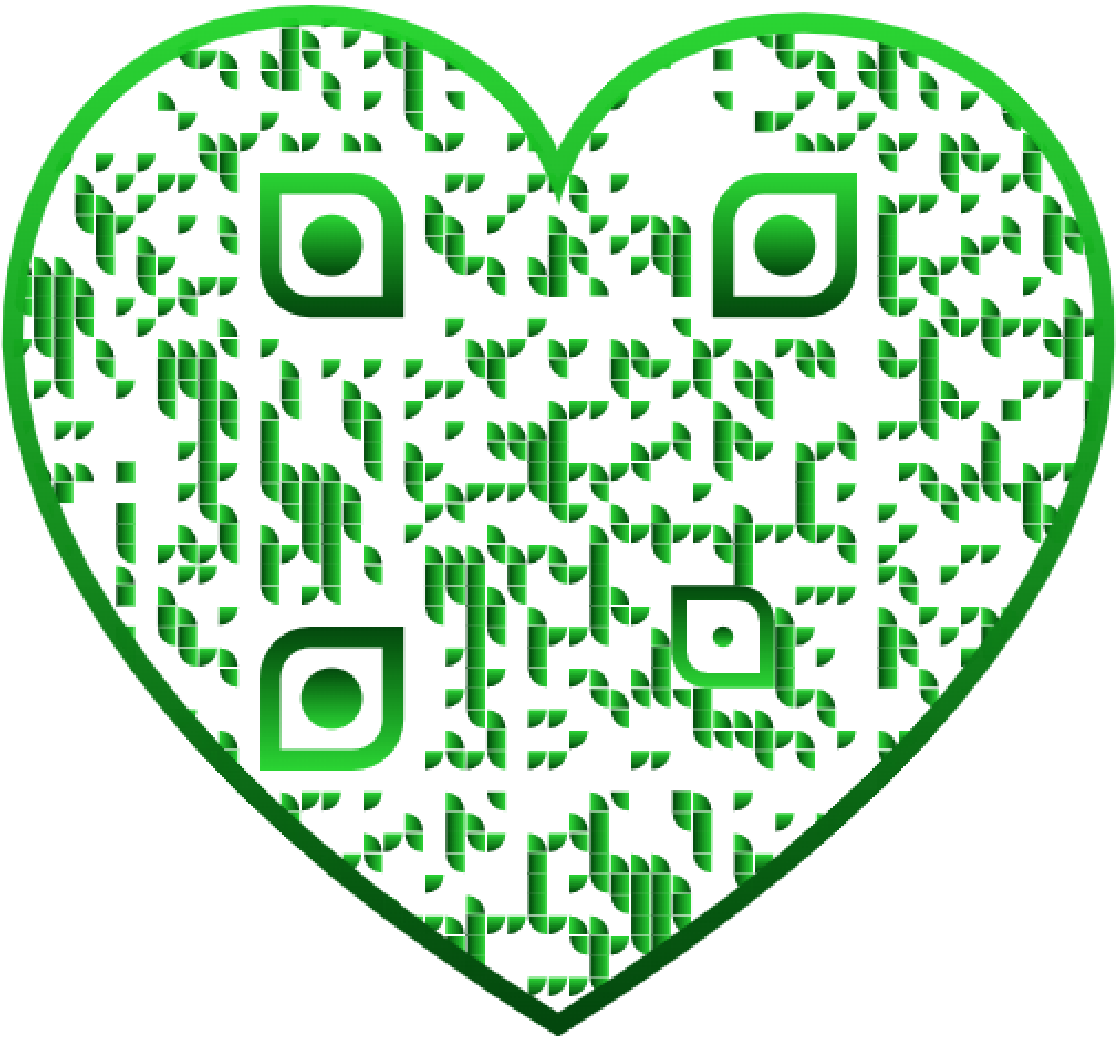
1962 2,286cc Series IIA

NATIONAL PARK TOUR

We visit the Pembrokeshire coast

SHOW REPORTS

LRO Show and Series club events



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CLR's Marrakech Express on display at the entrance to the 2025 LRO Show Andrew Stone

ANOTHER SUCCESSFUL **EVENT**

NOVEMBER 2025

For the second year running, CLR has had a presence at the UK's biggest Land Rover event, the LRO Show, which now takes place annually at Belvoir Castle (pronounced beaver castle) in Leicestershire. This would have been unthinkable not so long ago, but changes in the publishing industry have resulted in a show that is no longer attached to a magazine. We've been grateful for the opportunity and our participation from last year to the latest event held in early September grew substantially.

This year we hosted an impressive array of vehicles in the Classic Land Rover Arena, many of which had appeared in previous issues of the magazine. They included three pink Panthers, the 2025 War of the Roses Team CLR vehicles and Paul Pryer's hard-to-miss 'electric blue' East Midlands Electricity Board 1-Ton that was on the cover of the October issue.

Our lineup of speakers in the Classic Land Rover Marquee, which we hosted in association with Britpart, included Emrys Kirby, James Davis, Toby Savage, Russ Dykes, Jim Willett and Andrew Graham. Everyone gave up their time freely to participate and share their knowledge and expertise, which speaks volumes about the friendly and supportive nature of the classic Land Rover community. My thanks to all involved for making it such a success.

There was an amazing cross section of Land Rovers across the showground, from Series Ones to new Defenders and everything in between. There were even a few Grenadiers dotted about and before you write in, yes, I know they're not Land Rovers, but they clearly share the same DNA.

> 'Everyone gave up their time freely to participate and share their knowledge and expertise'

The feedback from all involved in the Classic Land Rover Arena, many of whom were attending the show for the first time, was hugely positive. It's a show that caters to all Land Rover tastes, even the classics. I'm hoping we'll be involved next year with an even better offering. Keep an eye on these pages for more information.

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Andrew Stone

CLASSIC LAND ROVER MAGAZINE

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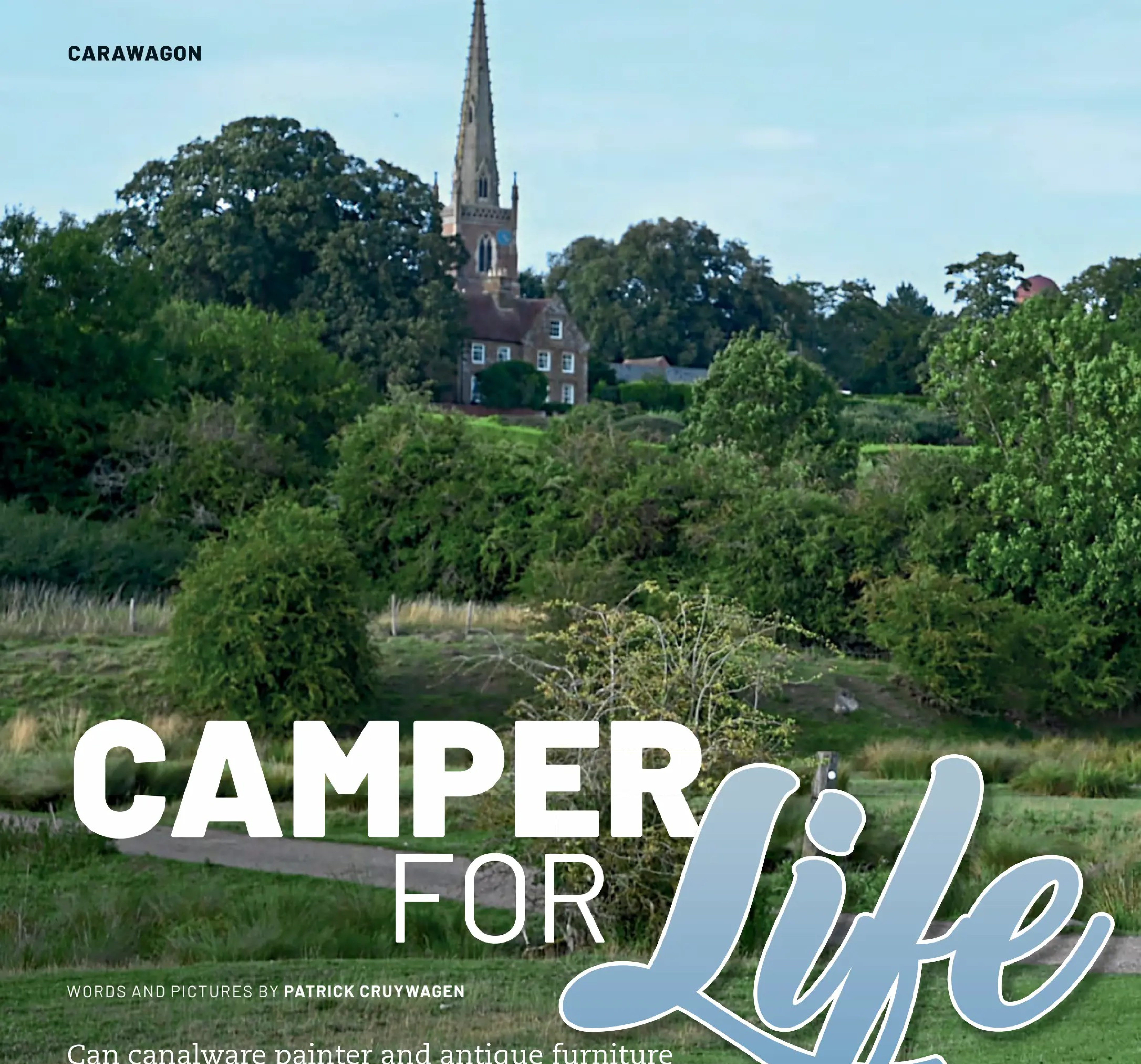
COVER PHOTO **TOBY SAVAGE**



CAMPER FOR *Life*

WORDS AND PICTURES BY **PATRICK CRUYWAGEN**

Can canalware painter and antique furniture restorer **Christine Wood** transform her 1975 Series III 109in Carawagon into her dream lifelong camper?

Head down to the Tradline Rope & Fenders store at the Braunston Marina to see examples of Christine's canalware

It's a Land Rover love story that began in 2011. Christine Wood finally bought her dream vehicle: a 1975 Series III 109in Carawagon.

Like many Land Rover enthusiasts, her vision was clear – camping trips and outdoor adventures. Christine always had a fondness for unusual Land Rovers and certainly embraces a good project. This one required some welding for its next MOT, but otherwise, Christine believed it was a sound purchase. Yet, as any classic Land Rover owner knows, even the best-laid plans can sometimes take several years to materialise.

Before Christine, this Carawagon had two other female owners. If you're fortunate enough to inspect this original example, you'll notice the faint sticker scars from previous adventures.

My favourite is the faded Norway Arctic Circle sticker, a destination on many overlanders' bucket lists. It was on that very trip that a man drove into the Carawagon's rear, denting a panel.

As an antique furniture restorer, Christine has no interest in erasing these battle scars; they are part of its rich history. Her focus is on mechanical soundness and ensuring the Carawagon's unique features work as they did after its conversion in March 1975 by RJ Searle Ltd of Sunbury-on-Thames, England.

One of the original modifications, added by the sisters who first owned the Carawagon, was a Perspex skylight »

'Christine declared 2025 the year to get her beloved Carawagon back on the tarmac'

LAND-ROVER
JLA 364N

Purchased in 2011 and now prepared for camping trips in 2025. They say Land Rover project patience is a virtue for birdwatching. They were passionate nature enthusiasts, and being able to observe wildlife from their beds or bench seats was incredibly important to them.

Fast forward to 2013. Christine realised the roof, essentially the heart and soul of any Land Rover Carawagon conversion, demanded a complete restoration.

Nearly 40 years of weathering had taken its toll. She explained: "The wood had started to go soft at the edges. This caused the screws to come out of the hinges that essentially held it all together.

"Plus, the seals were rotten and not doing what they were supposed to, which is keeping the water out."

After carefully removing the original roof for its rebuild, Christine fitted a standard one. This allowed her to continue using the Series III.

Her previous experience restoring a narrowboat shell, on which she then lived for several years, combined with her antique furniture restoration skills, would prove invaluable for the Carawagon roof project.

In 2014, she took her Series III to Oban in Scotland for a sailing holiday. At that time, it still ran on an LPG conversion, which she later removed. Now, it operates solely on its original 2,286cc petrol engine. Christine estimates she currently achieves about 16 miles per gallon.

While the roof was being repaired, Christine also replaced the rear crossmember and some of the outriggers: the chassis is still the original.

As often happens with Land Rover projects, nearly a decade passed with the Carawagon off the road. During this period, Christine meticulously undertook the complete roof rebuild.

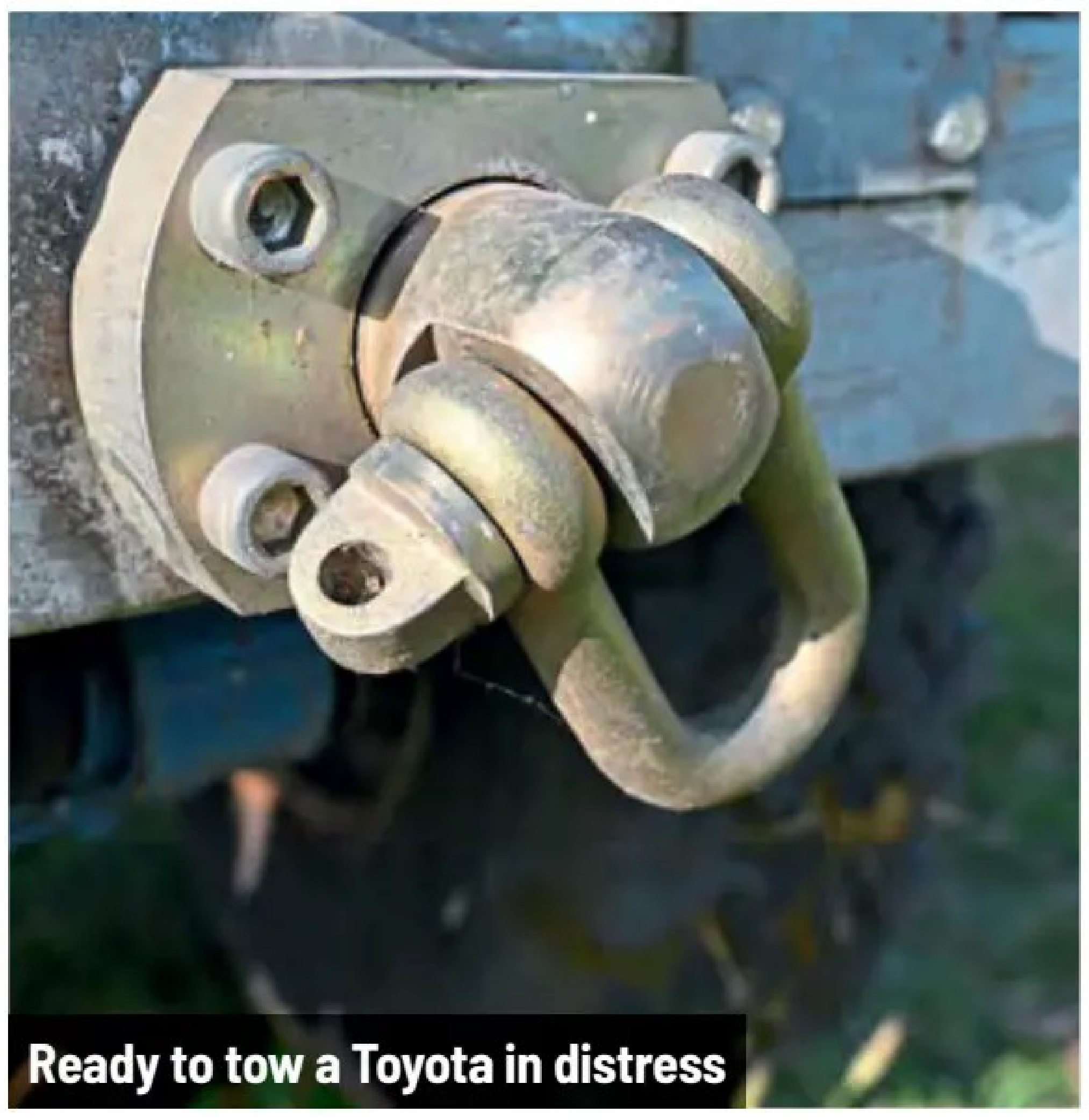
Even though RJ Searle Ltd had long since closed, Christine was surprised by how easily she sourced all the necessary parts. This included rubber seals, piano hinges, and various catches. Naturally, some welding was involved, too.

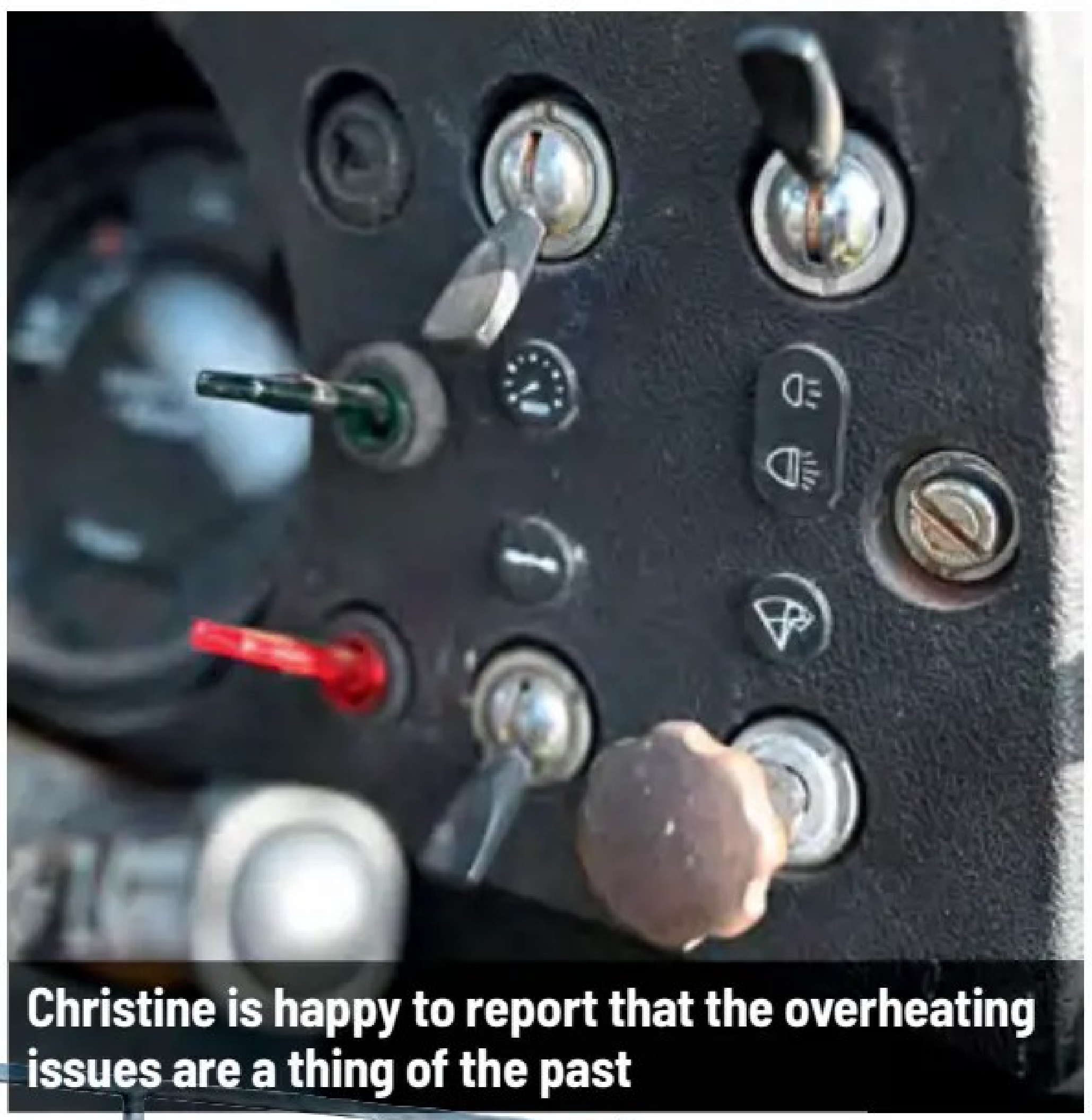
Luckily, the original plywood remained in good enough condition to serve as patterns for the replacements. It wasn't entirely smooth sailing, however. She said: "I was also working with boats at the time and was used to spotting obscure details with those projects.

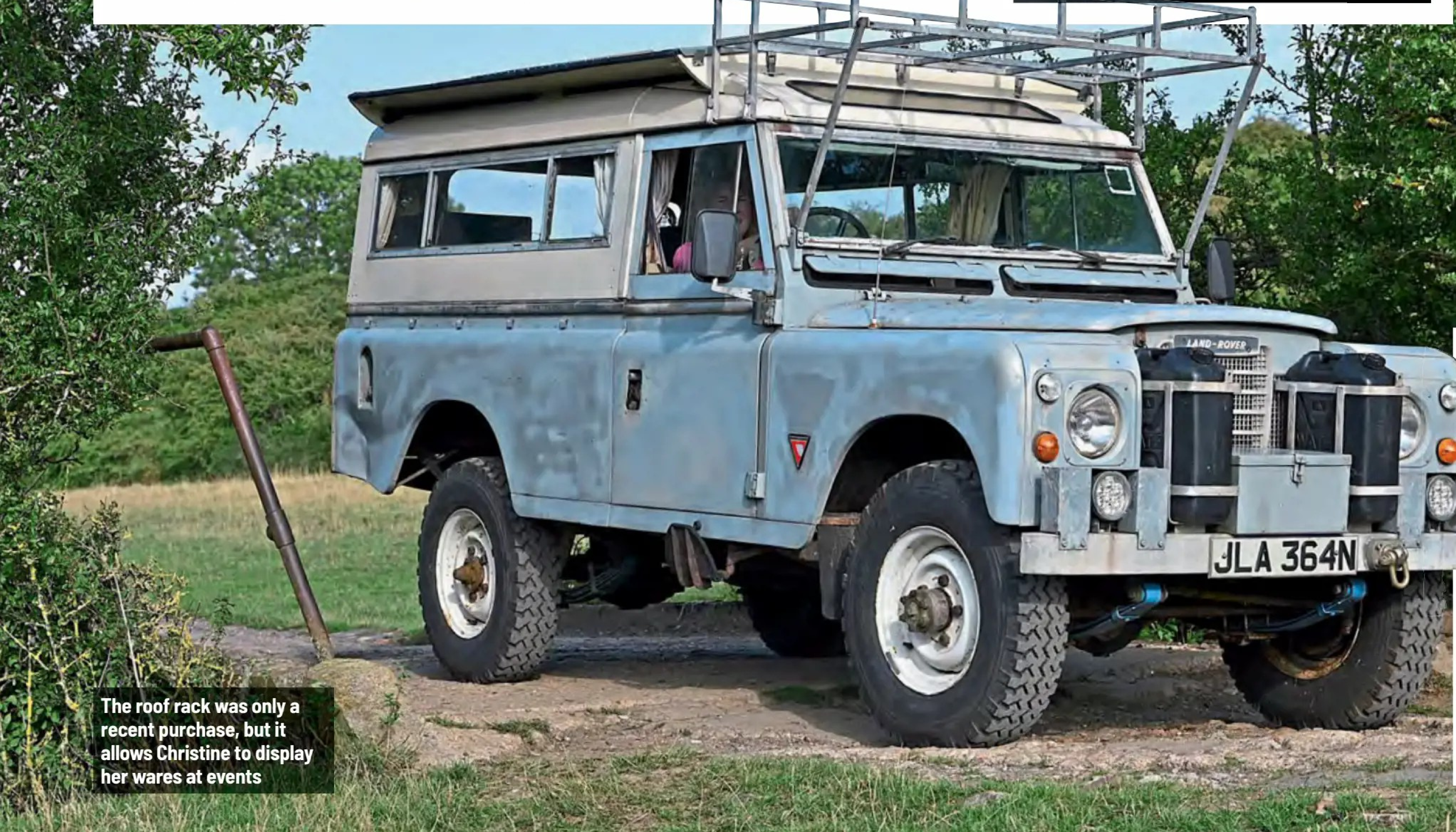
"It was a tough job lining up all the piano hinges so that the rubber seals functioned properly, but I'm happy to say we got there in the end."

The old wooden roof rack, which

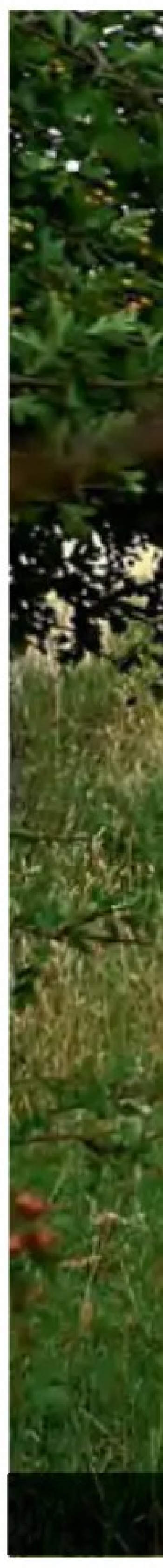
Christine is proud of her roof restoration


Ready to tow a Toyota in distress


Christine is happy to report that the overheating issues are a thing of the past



The roof rack was only a recent purchase, but it allows Christine to display her wares at events



The exotic array of stickers on the back is from trips undertaken by the previous two women owners

somewhat resembled a clothes-drying rack, was removed. Recently, Christine replaced it with a replica Carawagon roof rack she found for sale in Birmingham.

This new addition provides extra external space and a platform to store gear when the inside is used for cooking and living. One of the roof's most significant benefits is that when raised, a tall person can stand upright inside.

Once the roof was carefully restored, Christine shifted her focus to the mechanical components. After reviewing a list of minor issues, she decided to tackle a persistent overheating problem.

With assistance from some Land Rover friends, she pinpointed the cause: an incorrect, much later model thermostat had been previously installed. Replacing it appeared to resolve the issue.

It's only when I step into the back of Christine's Carawagon that I genuinely appreciate the clever design of this classic camper. Entering through the rear door, you find sizeable cupboards on both sides. One even features a water tap on top.

'Christine shifted her focus to the mechanical components'

Nothing beats a sunny day in the Northamptonshire countryside

The door on the right-hand side of the cupboard cleverly doubles as a table; simply screw in the legs, and it leans against the front seats. There's ample storage space, a stove, and a cleaning-up bowl tucked away in the cupboards.

What impresses me most is its ability to sleep four people comfortably. While I'd place the lightest occupants in the sky bunks, the downstairs area offers two singles or one double.

You just fold the front seats flat to create the lower bed. I reckon the creators of modern 4x4 camper conversions most certainly drew inspiration from the Carawagon's ingenious layout.

The restored roof, now nearly 10 years old, has lost some of its shine, which suits the vintage character of the Carawagon, especially the still-original mid-grey paint, »

Thinking about her upcoming camping trip...

The underside of the Carawagon certainly does not give away its age

LAND-ROVER
JLA 364N
Water and storage sorted

which Land Rover would have applied back in 1975.

Additional external features enhance its overland capabilities, including a front centre storage box flanked by two essential fuel cans. A notable modern addition is the pair of spotlights on the bumper. If one could turn back time to the seventies, Christine's Carawagon would fit right in on a remote, dusty track in Botswana.

After a long ten years off the road, when life simply got in the way, Christine declared 2025 the year to get her beloved Carawagon back on the tarmac.

She made it happen. Over the past few months, she's been taking short weekend trips, venturing further as her confidence in the Carawagon's reliability grows.

Her first event was the highly successful Northants Tea on the Tailgate meet, where Land Rover Classic Magazine first spotted her Carawagon, proudly parked like a VIP in the Industry and Supply building.

When asked why this is her Land Rover of choice, she said: "It's so simple and it works so well. And that's what I love about the Carawagon. Everything about it is so wonderfully designed."

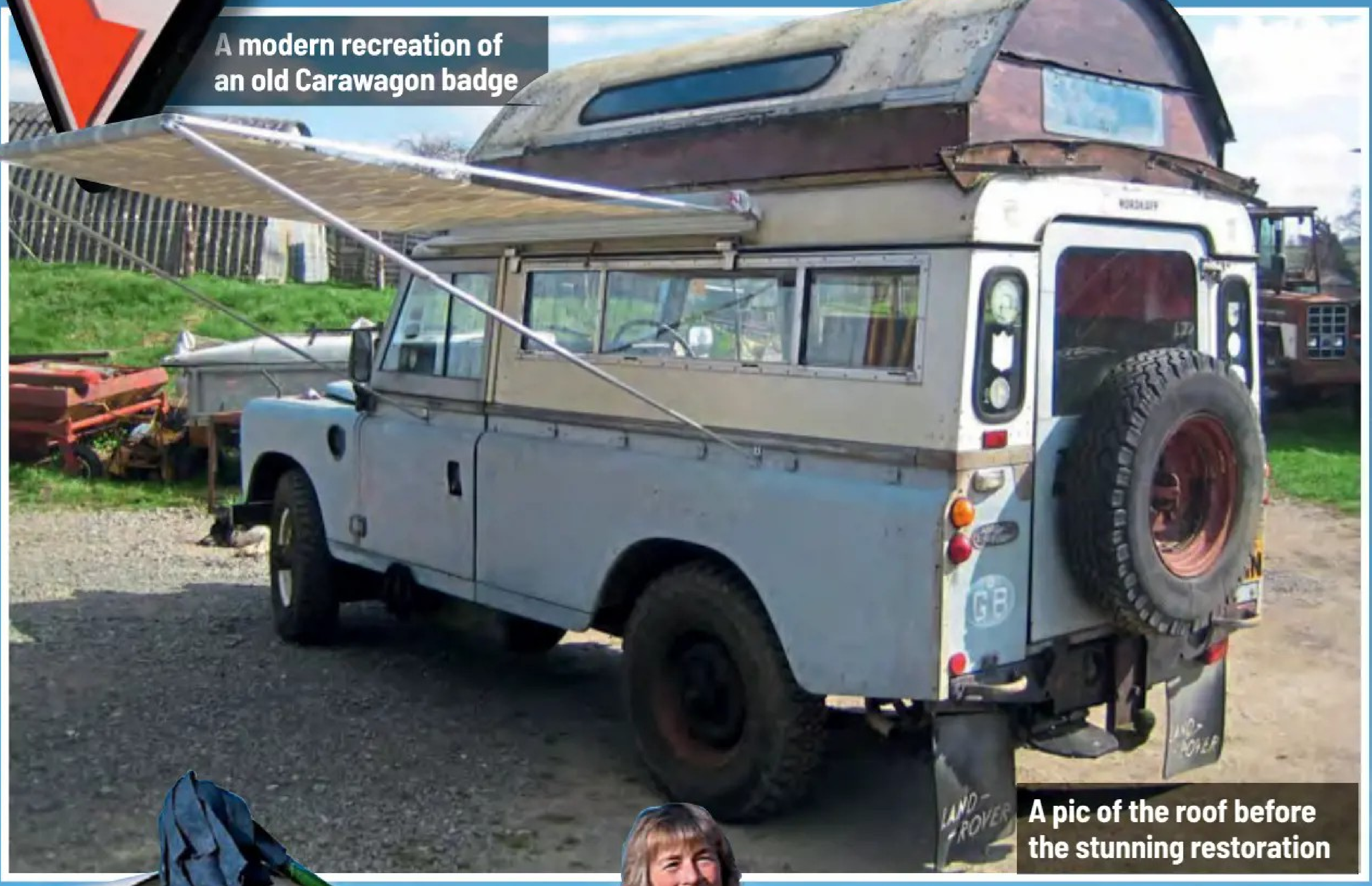
Another recent highlight was, without a doubt, her attendance at the Woodford Classic Show. The newly acquired roof rack proved helpful, allowing Christine to attach a sign for her business.

With her brightly painted canalware displayed all around the Carawagon, it looked perfectly at home among the other classics.

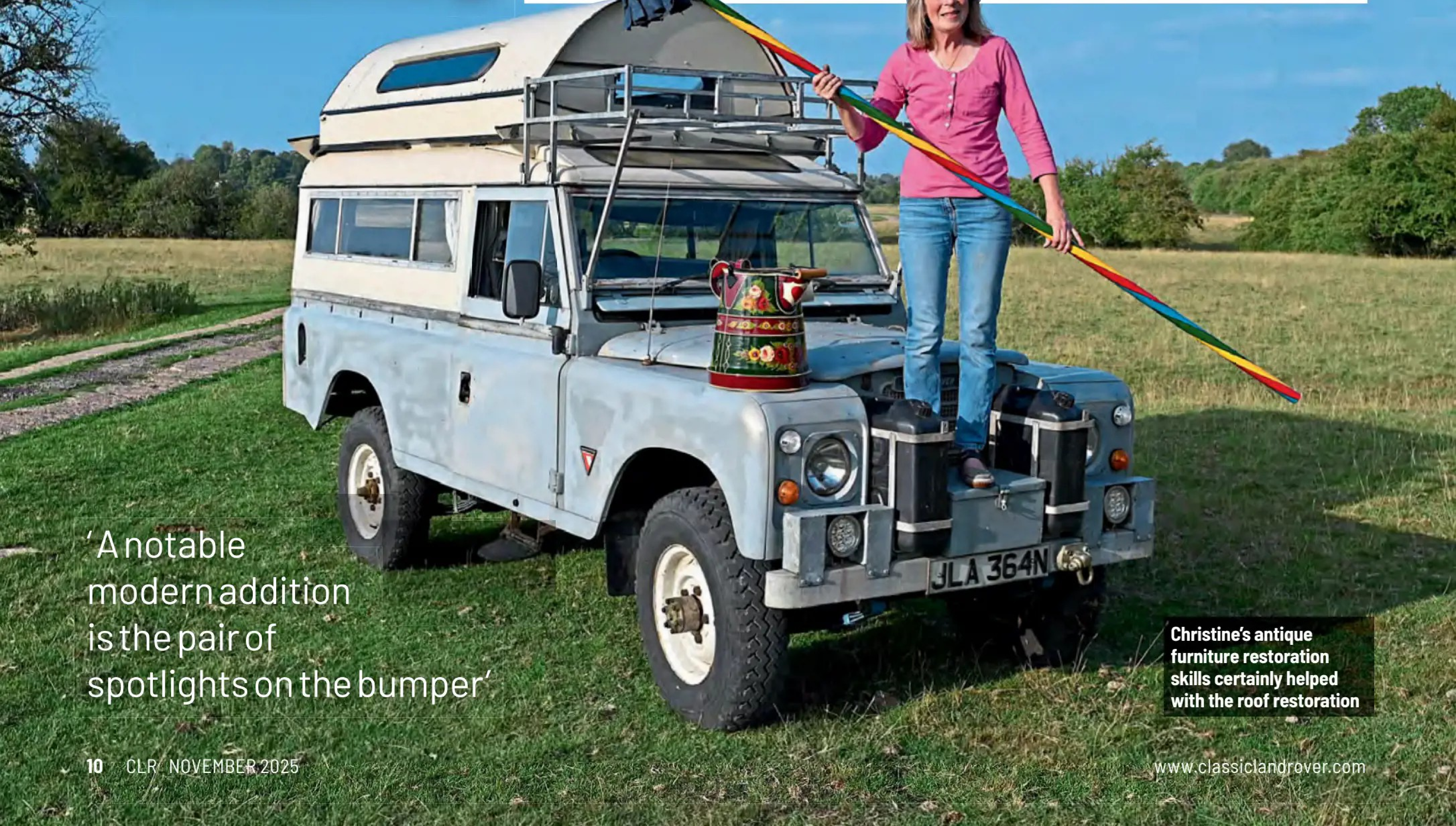
Judging by the smile on Christine's face, she couldn't be more pleased with her Land Rover life right now. Her Carawagon is back on the road, and plans are already underway for more trips, venturing even further afield. CLR

The author's son, Isaac, fell asleep on the top bunk during the photoshoot

A modern recreation of an old Carawagon badge



A pic of the roof before the stunning restoration



Christine's antique furniture restoration skills certainly helped with the roof restoration

'A notable modern addition is the pair of spotlights on the bumper'

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Rare green Range Rover

Among the seven Land Rovers and Range Rovers that went under the hammer at the Historics Auctioneers sale on September 20 was this rare 2005 Range Rover L322 4.4lt V8 Autobiography painted in Wimbledon Green.

Launched in 1993, the Autobiography programme began as a bespoke commissioning service at Land Rover's Special Vehicle Operations (then operating as Land Rover Special Vehicles).

It was designed to elevate the Range Rover above standard trims. Customers could select from unique paint colours, premium upholstery and trims that were not available on standard production models.

The example is believed to be the only one of its kind, a right-hand drive L322 in Wimbledon Green. Introduced as a limited-edition shade on the 30th Anniversary P38, it was never used as a standard colour for the L322.

The vehicle has sage and Ivory two-tone leather to both the upper and lower dash, centre console and door cards with rare Vavona wood trim throughout.

With only 77,000 miles on the clock, it was expected to fetch between £13,000 and £18,000.

To find out what it made on the day, visit www.historics.co.uk

Cyber attack at JLR

Production at Jaguar Land Rover was disrupted last month due to a crippling cyber-attack.

The Tata group halted production when it was discovered on September 1 that hackers had infiltrated its systems.

Thousands of production workers at Halewood on Merseyside, and Solihull and Wolverhampton in the West Midlands were told to stay at home.

According to a BBC report dated September 12, JLR is thought to have lost at least £50m so far as a result of the stoppage.

But experts say the most serious damage is being done to its network of suppliers, many of whom are small and medium-sized businesses.

David Bailey, professor of business economics at Birmingham Business School, told the BBC: "There are anywhere up to a quarter of a million people in the supply chain for Jaguar Land Rover.

"So if there's a knock-on effect from this closure, we could see companies going under and jobs being lost".

Unite, the UK's automotive union, said that a scheme must be introduced as soon as possible to ensure workers' jobs remain open during the time it takes for JLR to recover its operations.

Unite general secretary Sharon Graham said: "The government needs to defend jobs when our industries are under attack.

"Many UK workers in small and medium automotive manufacturers are already facing insecurity because of the low volume crisis in the sector.

"Thousands of these workers in the JLR supply chain now find their jobs are under an immediate threat because of the cyber-attack.

A message on JLR's website states: "As a result of our ongoing investigation, we now believe that some data has been affected and we are informing the relevant regulators.

"Our forensic investigation continues at pace, and we will contact anyone as appropriate if we find that their data has been impacted."

Owners' Club awarded accreditation

The Midland Rover Owners Club (MROC) has been awarded the Motorsport UK People Accreditation, recognising the club's commitment to creating a safe, welcoming, and inclusive environment across all its events and activities.

Club director Jonathan Jones said: "This accreditation is part of Motorsport UK's broader initiative to support clubs in developing best practices around safeguarding, training, equality, and volunteer support.

"This award is a testament to the dedication of the committee, marshals, and members who go above and beyond to make MROC a standout club within the off-road and motorsport community.

"We remain committed to continuous improvement and to ensuring everyone—whether a first-time spectator or long-time competitor—feels part of the MROC family."

The MROC has won plenty of awards in the past

The wrong way round

The centre spread of CLR 148 is the iconic Rover Company/JLR press photo of SNX 891 ('Oxford') crossing a dodgy piece of jungle road that's shored up with bits of bamboo tied together. It's a fake!

Or rather, it's posed... if Oxford is aiming for Singapore, it's going the wrong way. If you watch Antony Barrington Brown's film footage (www.teeafit.co.uk/firstoverland/index.htm; https://vimeo.com/ondemand/firstoverland), you'll see the events immediately leading up to that point on the route.

They've just forded a small river and got the cars up the steep bank on the other side. They were almost prevented from going any further by a giant fallen tree, too big to move or saw up.

Fortunately, the cars could just squeeze under, and you see Oxford continue over the shored-up piece of road. But going from right to left. Left to right was undoubtedly the more photogenic shot, and certainly the location was a dramatic one.

So someone must have driven the car further into the jungle to a place where it could be turned round, and brought back for the photo. Whether they then reversed it back to that point, or went forward to go under the tree and across the river, I don't know... but if they did, they'd have to repeat the first exercise!

Graeme Aldous
Teeafit Sound & Vision,
Saltburn, Yorkshire

DVLA relax rules on historic vehicles

The DVLA has made it much easier for classic car enthusiasts to notify it when a vehicle is repaired, restored and modified.

The new rules came into effect on August 26 and follow an extensive call for evidence, which received more than 1,350 responses from classic car owners, motoring clubs and the historic vehicle sector.

The main points are:

Like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C).

Vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

Vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes.

Lilian Greenwood, who was Minister for the Future of Roads until the cabinet reshuffle in September, said: "We know how much love, time and effort go into keeping classic cars – and we're right behind the community.

"These changes are about cutting red tape and making life easier for enthusiasts, whether you're restoring a vintage gem or converting it to electric.

"It's all about celebrating the UK's amazing motoring heritage and helping the industry thrive well into the future."

DVLA chief executive, Tim Moss, said: "We recognise the time, passion and care that keepers of classic vehicles invest in keeping their cars on the road. That's why we've worked closely with the community to shape these changes."

"These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history."

178 SKP is driven in through the research establishment's entrance

The Executioner

What better vehicle is there than a Series II truck cab and tilt in which to carry a trussed-up double-crossing secret agent to be dumped into the English Channel?

In The Executioner, a Talking Pictures TV presentation from 1970, starring George Peppard and Joan Collins, 178 SKP first arrives at a British government research establishment that also serves as an espionage base.

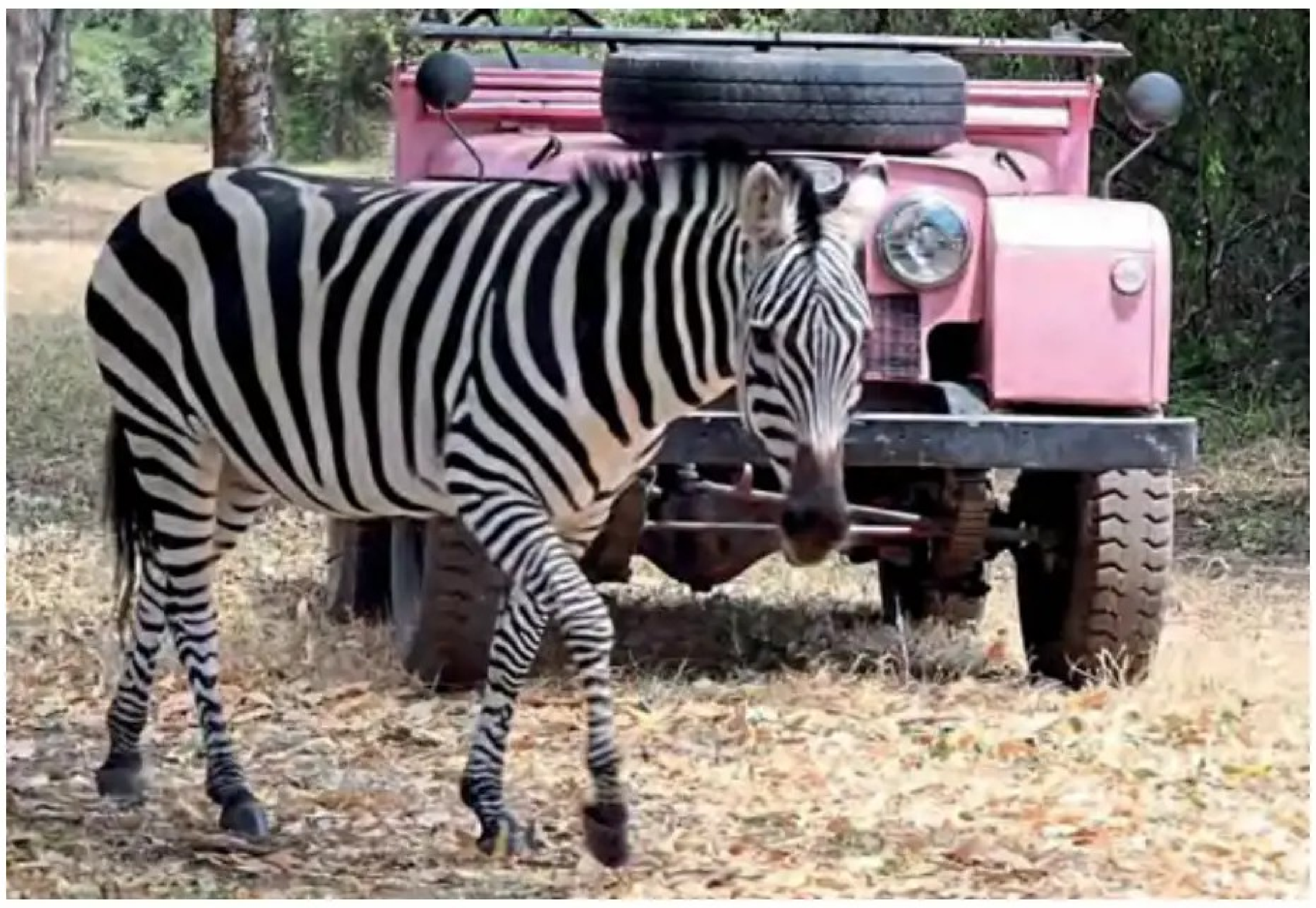
Much later, a fellow agent drives with the tied-up spy to a rural wood. A light plane lands nearby, and the spy is loaded onto the plane, doomed to a watery grave.

While 178 SKP is still registered with the DVLA, the plate is for a red 2012 Land Rover with a 2,079cc diesel engine. The only model that fits these details is a Defender. So is the original Series II still around? Are SKP someone's initials?

Eric Hayman

Pet of the month

If you would like to see your beloved pet featured on these pages, please send in their photograph (at least 500kb in size) along with your classic Land Rover and a few words about both to news@classiclandrover.com



Stripe

Well, this is a first. Amber, a Brit living in Tanzania, sent us this lovely photo of her pet zebra, Stripe, and Pinky, her 1958 Series One.

Amber said: "She thinks she's a donkey, so follows the two pet donkeys everywhere. They love to come into our walled garden every day to get carrots and fresh grass."

Yoshi

Yoshi is asleep in his favourite place in the Range Rover Classic Lewis Roper is restoring. Lewis says he also likes to sit, sleep and sunbathe on the roof.

Toby

Toby, a six-year-old jug (Jack Russell x pug), is sitting on his favourite perch, Martin Gibbs' 1979 Series III 88in.

Oban

Oban, Adam's korthals griffon loves a little trip out in his 1958 Series II, which he calls Waddy, on account of its WAD Gloucestershire number plate and the wad of cash it needs to keep it running!

We will remember them

This specially commissioned hat, designed and handmade by Tracy Wells, an artisan milliner from Ulverston, is seen worn here by Janet Eglin.

As a fitting backdrop, Dug Wilson, who served with the Queen's Lancashire Regiment as part of the Army Cadet Force, loaned his 1984 Lightweight FFR.

Janet served with the Royal Army Medical Corps as a biomedical scientist and is a standard bearer and parade marshal for the Royal British Legion.

Tracy wanted to create a piece suitable for Remembrance Day, inspired by the poppies flowing out of the Tower of London installation.

MP, Michelle Scrogham, has proposed to wear the hat at the Ulverston Remembrance ceremony and in Parliament during November.

Tribute to a wartime hero

Land Rover Classic's latest limited-edition Works Bespoke commission takes its inspiration from Sir Winston Churchill's personal 80in Series One, UKE 80, which was gifted to him in 1954 to celebrate his 80th birthday.

Just ten examples of the Classic Defender V8 Churchill Edition will be created on request, with a choice of 90 or 110 Station Wagon, or 90 Soft Top.

Using a donor vehicle originally produced between 2012 and 2016, each example will be rebuilt and re-engineered with a 399bhp Land Rover 5.0lt petrol V8 and eight-speed automatic transmission.

It has Bronze Green bodywork, which is also used on the 16in heavy-duty steel wheels and on the centre console surround.

The interior features luxurious Bridge of Weir Semi-Aniline Bottle Green leather, extending to the passenger grab handles, paired with Windsor Ebony leather trim and headliner, while the dashboard incorporates a unique clock design, featuring a blue face with red stripe – inspired by Pol Roger Sir Winston Churchill champagne.

Dominic Elms, managing director at Jaguar Land Rover Classic, said: "The Classic Defender V8 Churchill Edition is a fantastic example of what's possible when a client's idea meets Land Rover Classic experts' craftsmanship and attention to detail.

"Our Works Bespoke experts have subtly captured the essence of Winston Churchill's iconic 1954 Land Rover to create these exclusive limited-edition vehicles, which are now being hand-crafted at our world-class restoration home in the UK."

Classic Defender V8 Churchill Edition is priced from £232,500 for a 90 Station Wagon, £242,500 for a 90 Soft Top and £246,000 for a 110 Station Wagon. Prices do not include VAT.

Let there be light

It has been interesting to read the Africa to Arctic articles over the past few issues of CLR. But I would just like to make a couple of comments arising from the final part in the September issue.

On page 91, it is stated that they were robbed of seeing the aurora borealis due to the weather. But as it continues to say they experienced 24-hour daylight, the visit must have been during summer. As the aurora is only visible during the darkness of winter, they would not have seen it, whatever the weather.

I have come across other people who have mixed up the aurora with a 24-hour midnight sun.

On page 94, the picture of the Nordkapp welcome sign says that it is freely accessible with free parking. This must have been true when they made the trip (2024, I believe); however, I drove to Nordkapp in my 110 this June, and there is now a 115 kroner (about £9) charge to park. I have driven there before, but it was good to make a return visit this year.

Norway is certainly a good place for a Land Rover adventure, and if anyone is there around mid-July, I am sure you would receive a warm welcome from the Norwegian Land Rover Club, as that is when it has its summer rally.

www. NLRK.no
Andrew Cross

Rare Range Rover Classic

I understand that from mid-1988, there was a crossover regarding the hinges on all Range Rover Classics.

Where my Vogue SE becomes rare is that it's the first year of production, and that all of the Vogue SEs were supposed to have all hinges hidden, along with all the additional "SE" spec options.

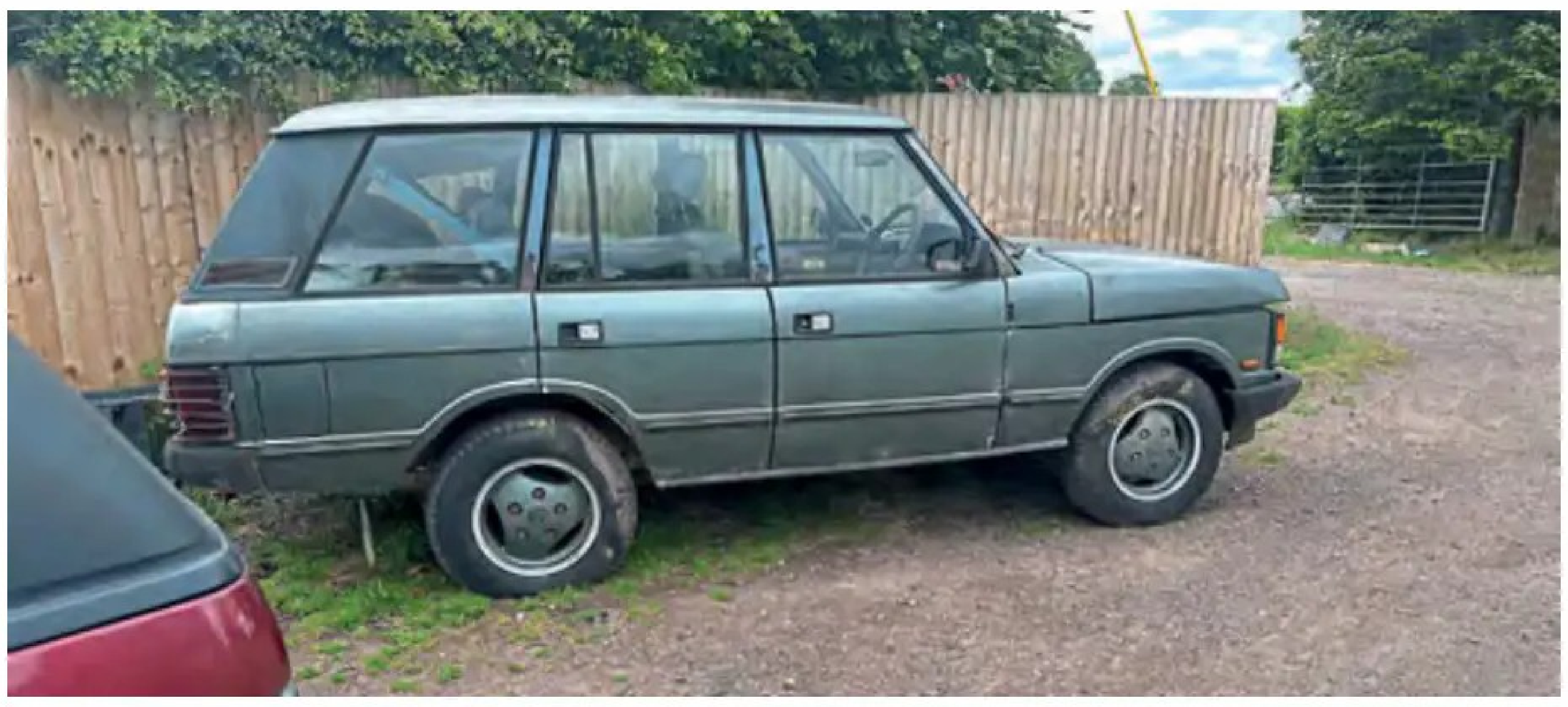
The myth is that 20 were sent down an incorrect production line and consequently had the door hinges exposed.

It was a Solihull rep car initially and was at some point used as a warranty car for a customer, so its first owner was Land Rover. Its production date was December 19, 1988. It would be awesome to see if it was featured in any magazines or if there were photos of it at a dealership back when it was new.

JLR is looking into this for me, and Heritage is sending over a history pack.

I would sell it if it were a reasonably strong offer. I collect old BL cars and P38s, and if it isn't worth all that much, I may as well just keep it - I honestly have no idea how to value it. It's an oddity, and to the right person, it could be highly desirable. I wonder if the "production error" is significant enough to make it valuable?

Connor Morgan



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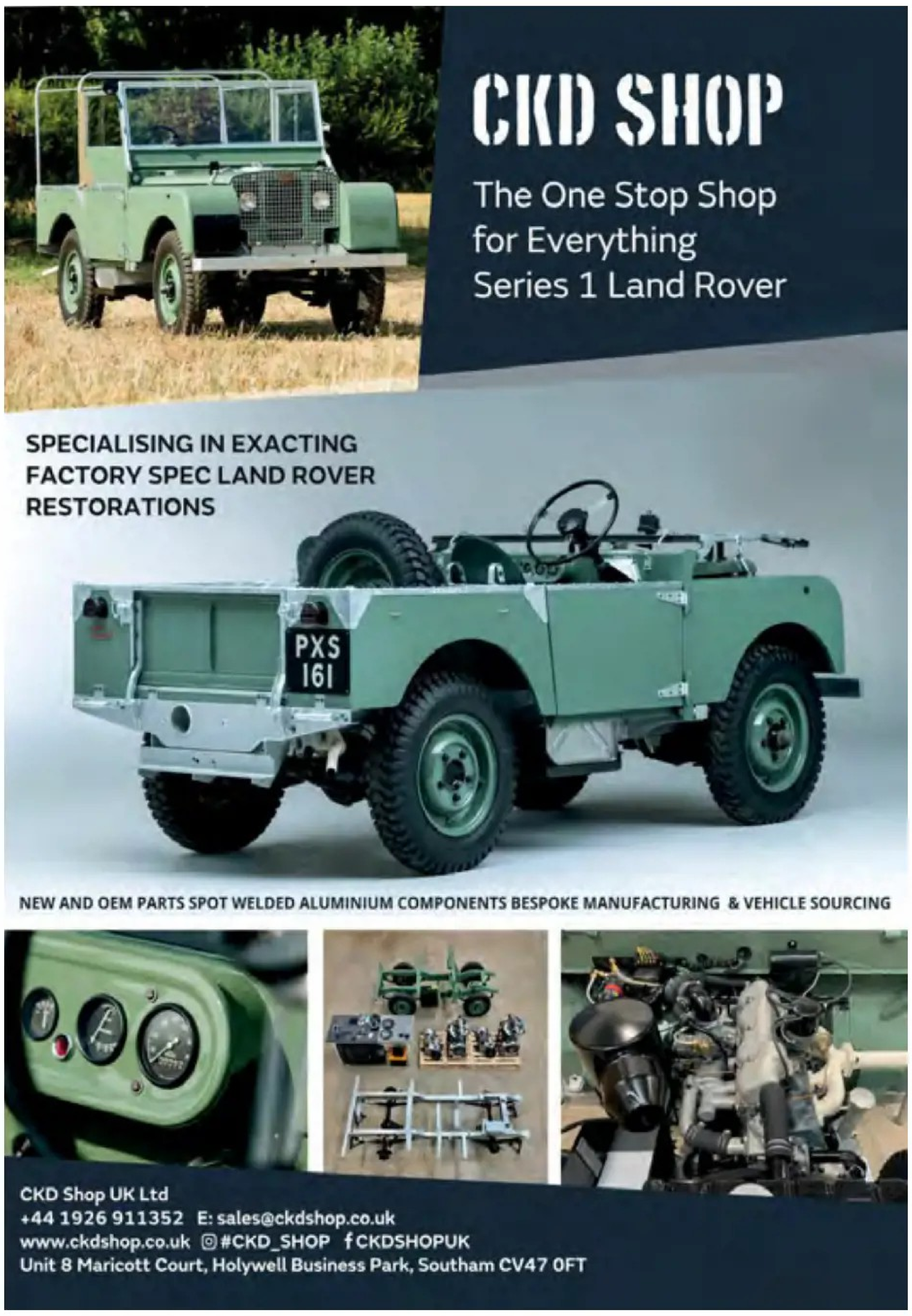

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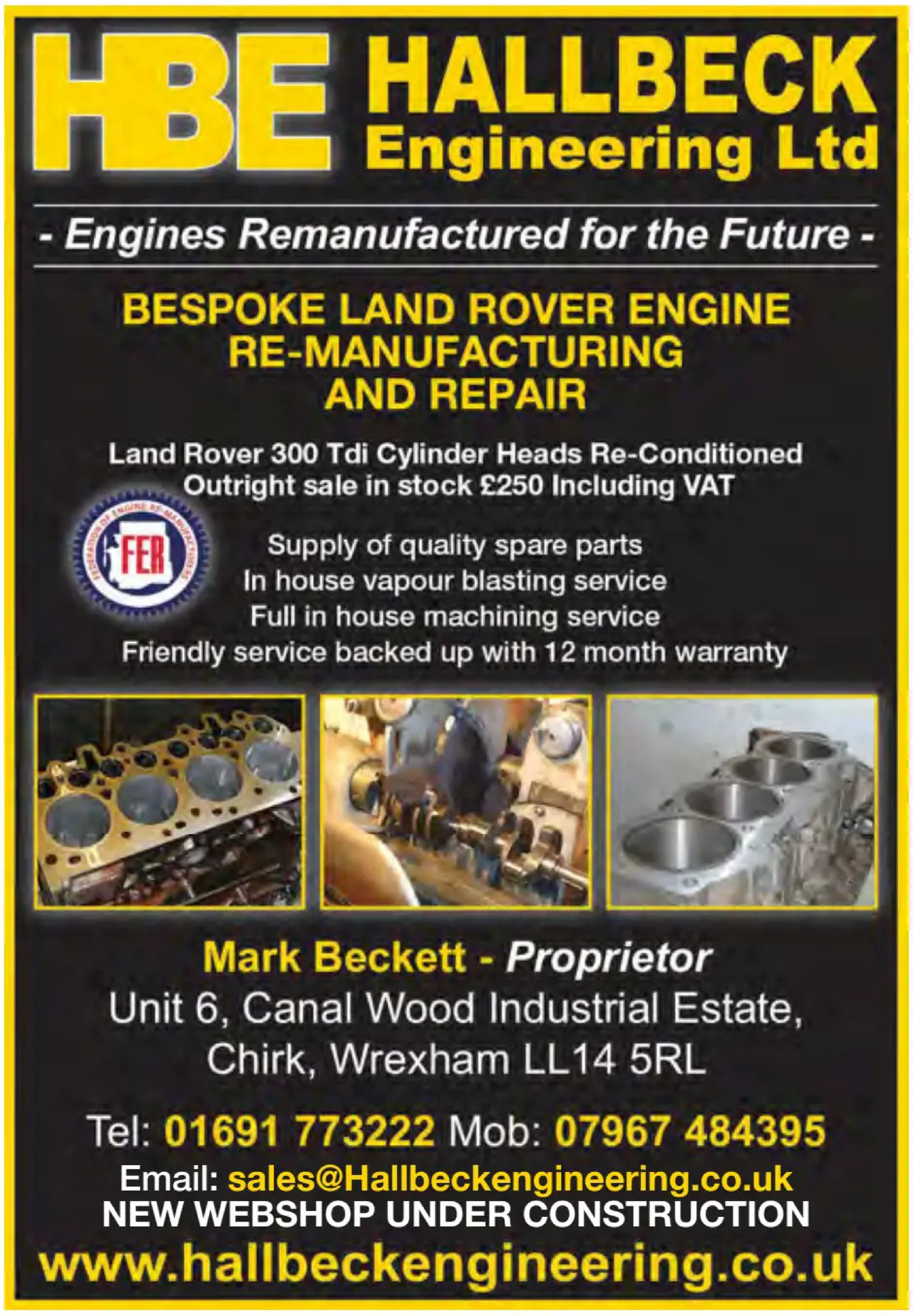

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Great Expeditions

The Trans-Americas Expedition at the Darien Gap in 1972

Following the unprecedented celebration of Land Rovers owned by Her Majesty Queen Elizabeth II at the 2024 Pebble Beach Concours d'Elegance, Land Rover Classic embarked on another grand automotive tribute.

Earlier this year, a curated collection of some of the most iconic expedition vehicles gathered on the famed 17th fairway at Pebble Beach to present: The Great Expeditions, 75 Years of Land Rover Traversing the Globe.

Each of the ten historic models, which spanned from 1950 to 2014, has a unique story and pedigree to share, from its visionary owners to its expansive expeditions.

The majority of the vehicles on show at Pebble Beach on August 17 will be familiar to CLR readers.

They included 'Pollyanna', a 1950 Land Rover Series One 80in KYH 628 owned by Barbara Toy. You can read all about her on page 98 of this month's CLR.

And, of course, 'Oxford', the 1955 Land Rover 86in SNX 891, one of the two Series Ones used by the Oxford and Cambridge Far Eastern Expedition in 1955–56.

This remains one of the most iconic vehicle journeys of the modern era. This ambitious journey from London to Singapore was undertaken by six students from Oxford and Cambridge universities. Their story was later immortalised in Tim Slessor's First Overland, a book that remains in print.

Then there was 'Grizzly Torque', a 1957 Land Rover Series One 107in used by the Foster-Bateman Expedition.

In the 1950s, two young Canadians, Bristol Foster and Robert Bateman, set out on an extraordinary 14-month journey around the world:

Together, they mapped out an ambitious route that would take them through some of the most remote and challenging terrains on Earth.

The pair travelled through 19 countries across four continents. Along the way, they painted, filmed, and photographed the people and wildlife they encountered, collecting specimens and documenting the world as they encountered it.

'Cambridge' is a 1960 Land Rover Series II 109in used by the Trans-Americas Oxford and Cambridge Expedition to South America.

This took place between 1957 and 1958, when teams from the two universities undertook an ambitious overland journey across South America. Driving three Land Rover Series IIs, this expedition marked the third in a series of landmark overland adventures by the two institutions.

The Darién Gap—a 250-mile stretch of dense jungle and swamp—breaks the continuity of the PanAmerican Highway, making it impossible to drive uninterrupted between North and South America.

The British Trans-Americas Committee took up the challenge, aiming to prove that even this treacherous region could be crossed by road vehicles.

One of the two Range Rovers used, the Darien Gap 1971 Range Rover Suffix A, was on display.

From December 1971 to June 1972, the team led by Colonel John Blashford-Snell drove the full 18,000-mile length of the Americas—from Alaska to Cape Horn.

The most gruelling segment was the Darién Gap itself, which took 99 days to traverse. The expedition's success dramatically elevated Range Rover's global reputation for durability and offroad capability.

The five others showcased were the 1989 Range Rover from the Great Divide Expedition, which set out to traverse the most demanding portion of the Continental Divide across the state of Colorado; the 1993 NAS Defender 110 from the 'La Ruta Maya Expedition across Central America; the 1998 Land Rover Defender 110 Camel Trophy Tierra del Fuego US Team vehicle and the Land Rover Discovery 2 from the Longitude Expedition. Over nearly 17 months, the team of nine volunteers covered close to 41,000 miles, navigating a wide range of challenging terrains and climates—from deserts and mountains to jungles and urban centres - to showcase the durability of Land Rover's Certified PreOwned Discovery lineup.

Finally, there was the 2014 Range Rover DHEV from the Silk Road Expedition.

In 2013, three Range Rover Diesel Hybrid prototypes embarked on one of Land Rover's most ambitious engineering trials: a 53-day, 13-country journey from Solihull, UK, to Mumbai, India.

Known as the Silk Trail Expedition, it became the world's first hybrid vehicle expedition along the legendary Silk Road and served as the final engineering signoff before the Range Rover Hybrid entered production.

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The 2003 Discovery 2 used in the Longitude Expedition

Range Rover Hybrid

One of the three Range Rover Diesel Hybrid prototypes that undertook a 53-day, 13-country journey from Solihull, UK, to Mumbai, India in 2013

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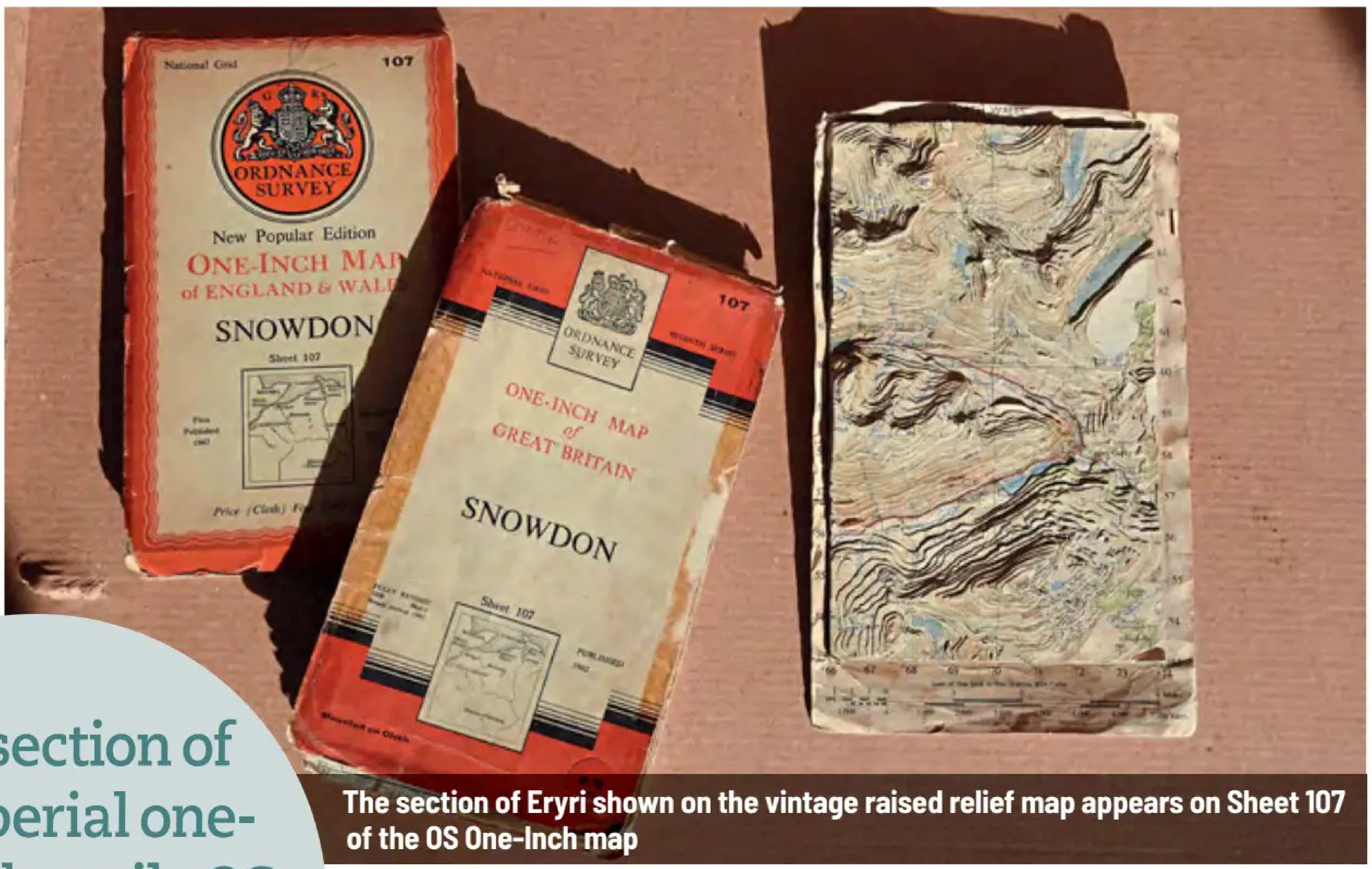
WHAT A RELIEF

John Carroll enthuses about an unusual Ordnance Survey map that was rescued from a bin

WORDS AND PICTURES **JOHN CARROLL**



The section of Eryri shown on the vintage raised relief map appears on Sheet 107 of the OS One-Inch map

I was in Beddgelert in North Wales, earlier this year, where a couple of the shops were selling three-dimensional moulded plastic maps of the region, seemingly based on the relevant topographical Ordnance Survey (OS) map.

More accurately, they were raised relief maps that showed changes in elevation in this mountainous area. OS maps generally feature contour lines to indicate different elevations, but others use shading or differing colours to map the topography.

While looking at them in the shop, I was reminded of something long hoarded at home.

> ‘It’s a section of the imperial one-inch to the mile OS map No107 of Yr Wyddfa (Snowdon)’

Over the years, since attaining the Cub Scouts’ map reader badge, I have been interested in maps. As a result, without really trying, I have acquired quite a collection, especially those from the OS.

These days, the magnificently detailed 1:25,000 scale Explorer OS maps, first printed in 1994, are excellent for greenlaning and dog walks. However, the one seen here came into my possession in the 1970s at the end of a school term.

The geography department was having a clear-out, and I salvaged this interesting bit of cartographical history from one of the classroom bins. It’s a section of the imperial one-inch to the mile OS map No107 of Yr Wyddfa (Snowdon). It was made into a raised relief map by cutting around the sequential contours and glueing each piece into a stack to create the mountains.

To achieve this, at least a dozen unfolded maps were dissected, and each piece painstakingly positioned. The resultant structure was mounted on a backing card that contained the scale and grid reference information.

This suggests that it was an official product rather than someone’s hobby, and while I have never seen another, it’s likely that it was manufactured as a teaching aid.

This one is a bit tatty, and the top of one mountain is missing, but it was probably used in geography lessons to teach pupils about topography.

I suppose it was considered past its usefulness by the time I acquired it, as by then, school geography classes relied on the new 1:50,000 maps.

In the 1960s, the government introduced metrification, and OS maps evolved with the printing of the 1:50,000 scale map for the first time.

The first series of these was printed in two blocks, in 1974 and then in 1976. It was the second series that gained the name Land Ranger in the 1980s.

This particular area of Eryri was probably chosen as a teaching aid because of the area’s large concentration of high summits, divided by only a couple of A-roads.

Comparing this three-dimensional relief map to the corresponding section of the more common folded OS maps confirms that it is most definitely a section of the one-inch maps from the 1950s and 1960s.

The New Popular Edition sixth series, with a red and cream paper cover, was published in 1947 to cover all of England and Wales.

Subsequently, the Seventh Series was published with a similar but different red and cream paper cover style from 1956 to 1965.

Finally, before metrication, an updated version of the Seventh Series with a laminated cover was published from 1968 to 1973. It featured a new OS logo and had a red coloured cover with the cover map image surrounded by a white border.

The OS also produced less commonly seen or used maps during this era. These included pre-metrication half-inch, 2.5in and 6in with different uses in mind. The last of these was often used for surveying purposes and marking out areas of property for sale, while the 2.5in later became the Explorer maps.

The advent of satnav and apps like Waze has perhaps made paper maps less important, but there’s still plenty of uses for them, especially in conjunction with a compass in the mountains.

The real shadows on this map enhance the appearance of the raised relief

Similarly, this old three-dimensional relief map may have been superseded by computer-generated images, but the fact that plastic moulded versions are now on sale proves that people’s curiosity about the landscapes they visit and the inspiration they take from them remains.

I think I have kept this dog-eared curiosity for decades for the same reason.CLR

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BEING NEIGHBOURLY

An act of generosity during a snowstorm reminds **Beth Benson** that while Land Rovers are great vehicles, their real strength lies in their power to bring people together

WORDS **BETH BENSON** ILLUSTRATION **LOUISE LIMB**

As enthusiasts, it's easy to throw out the phrase that Land Rovers are great because they encourage communal chats, shared interests and we can all recall a time when someone in the sphere has had a part that we need or a solution to a problem that we are facing.

During some heavy snowfall in early January this year, I was reminded of just how great Land Rovers are as not only vehicles, but as vehicles of conviviality and shared experience.

Our local community has a WhatsApp group where we usually discuss which bin is due to be collected that week. In times of adverse weather, there are always offers of help and assistance for neighbours who might otherwise struggle to get about.

This time, a woman living further up the street put a plea out for anyone with a 4x4 who could help her get to a funeral at the far side of Leeds because the taxi had cancelled.

We considered what to say and whether to respond (the school had been closed due to the weather, and both of us were technically working from home), but we felt a sense of guilt if we didn't reply, as we had a vehicle that could assist.

I sent a vague reply to the WhatsApp group: "We might be able to help down at number eight". Within minutes, she rang me, and her opening gambit was: "Are you the ones with all the Land Rovers on the drive?".

I replied that yes, we were, and we would be able to get her to the funeral if she still needed help.

My neighbour was very grateful for this offer and thankfully accepted, said it started in an hour and then declared that there were in fact four of them that needed ferrying across to Leeds.

Conscious that I hadn't actually met my seventy-odd-year-old neighbour, I timidly said that we'd be travelling in our 1986 Ninety and that while it had four seats in the back, they were sideways facing and limited in terms of space.

She boldly replied that she knew exactly what I was talking about as she'd grown up with Land Rovers and assured me that not only would she be fine crammed in the back, but her equally mature friends also would be.

> 'A woman living further up the street put a plea out for anyone with a 4x4 who could help her get to a funeral'

Ten minutes later, Ann had been acquainted with me, Tom and Maple, our border terrier, before she directed us to the various collection points to pick up the other attendees for the funeral.

Fully loaded and headed towards Leeds, we were a car of several adults and a dog who'd never met each other before and would be unlikely to have done so in any other circumstances.

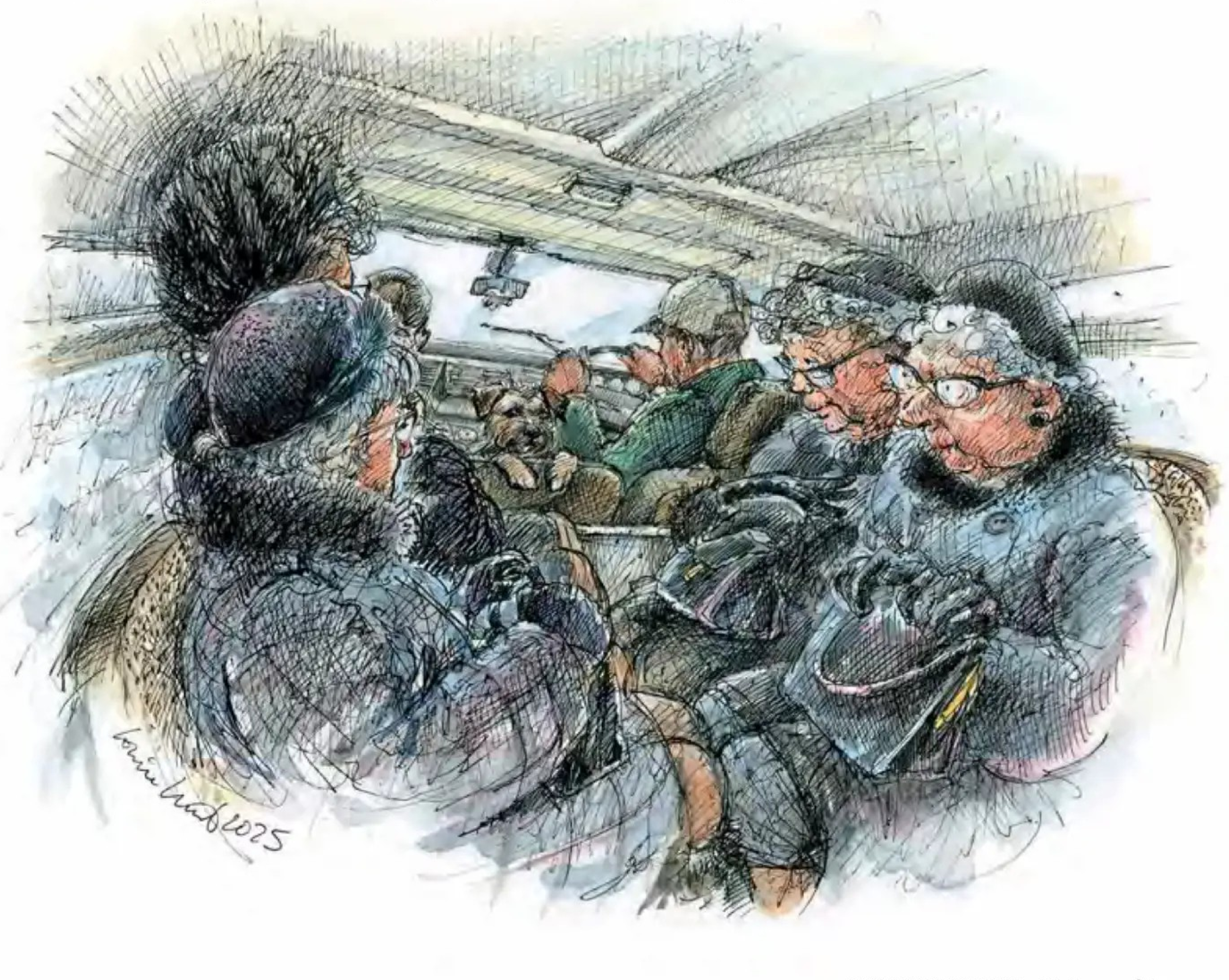
What struck me as wonderful about this moment was not the act of generosity in offering to take these people to a service that meant a great deal to them, but it was the way in which we were bonded not only by the situation but by the vehicle that we were in.

While they weren't enthusiasts by any stretch of the imagination, all our passengers had some Land Rover-related story to tell, and conversation flowed freely for the entirety of the journey.

They could not have been more grateful, and we agreed to bring them back home again when the service had concluded, where there was an equally convivial atmosphere.

Dropping them off at their homes and then heading back ourselves, Tom and I talked about how we'd all been connected by an experience that was entirely unpredictable and largely because of having not only a practical vehicle but a nostalgic, interesting and genial one.

We didn't bond just because of the Land Rover, and they aren't the only vehicle that would have made it across the city, but it is the only one which would have created a simultaneously farcical and affable scene of four septuagenarians and a dog in the back. CLR



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The Dinosaur in its 'flat packed' configuration, which is ideal for summer 'laning

TRICERATOPS AND ME

The Dinosaur, a 1953 80in, has been **John Carroll's** daily driver this summer and has more than proved its worth

WORDS AND PICTURES **JOHN CARROLL**

JOHN CARROLL

VEHICLE: 1953 80IN SERIES ONE

OWNED FOR: 9 YEARS

The other day, I went out to the local shop for a pint of milk and was surprised to see that it was raining. Because the door-tops were leaning against the garage wall, the seats were wet for the first time in ages. This record-breaking dry summer may not have suited everyone, especially farmers and firefighters in North Yorkshire, but it's been fine for me and my 80in.

It's been my daily driver for local running about throughout July, August, and into September. Notably, it hasn't had the door-tops on the rear tilt flap rolled down during that time either. The fresh air makes it a joy to drive like that, regardless of where I'm going.

For a second midweek local greenlaning jaunt, I persuaded Ro to come for a ride in the sunshine with the promise of a pint in a beer garden on the way home. Before we set off, I went a step further and lifted the tilt right off. I folded it up, then took the hood sticks off as well.

This meant that when we got to the start of a particular local lane, the screen could be folded down and clipped onto its rests on the bonnet.

I really like the 'flat-packed' appearance of the 80in when the highest point on the Land Rover is the top of the steering wheel. It's great without the screen at slow green lane speeds, but gets a bit blustery at anything more than 30mph.

Last month, when writing about this 80in and its similarities to a mongrel dog, I was waiting for a new clevis fork for the handbrake mechanism to arrive in the post.

It did arrive, and I fitted the new one with a bit of fiddling about with the brake shoes and springs. I couldn't get enough grip on the rusted lock nut with everything in situ, so I dismantled it all and reassembled it with the new fork and a bit of copper-slip grease where appropriate.

> 'It's been my daily driver for local running about throughout July, August, and into September'

Soon after, while doing a U-turn on some local errand, I heard the unmistakable tinny rattle an exhaust pipe makes when it vibrates against a bit of chassis.

A glance under the back of the Land Rover showed that the rubber bit of one of the exhaust hangers had failed. This was allowing the exhaust to move about too much, so it was back online to order a new rubber component.

Changing the failed rubber bit is merely a case of undoing four nuts and bolts, putting the new rubber in place and doing up the four nuts and bolts without forgetting the four washers.

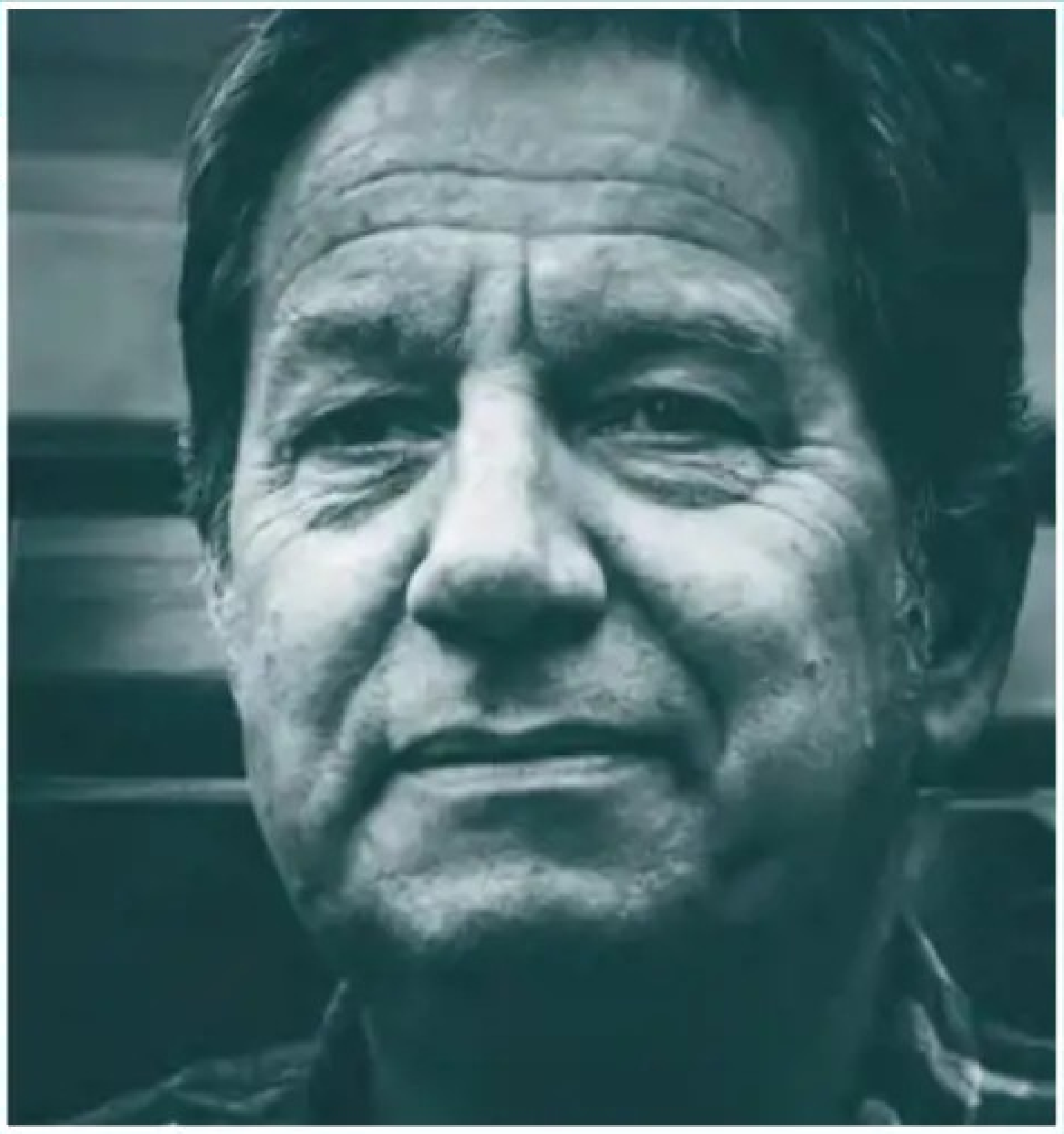
There's always something that needs tweaking with an old Land Rover, and my next job is to replace a wheel stud in a front hub.

It's an IIA axle and one of those screw-in studs, but the thread is too worn to get any purchase. Not for the first time, I'll renew a stud and, while I'm at it, update things with one of the longer splined types. A packet of five studs came by post, so I have no excuse for not getting it done.

Looking through my diary, I see that I'll have to give the 80in a wash as the next definite thing it'll be used for is to get to and from the LRO Show at Belvoir Castle as autumn makes its entrance.

It will be displayed on the CLR magazine stand at the show, so here are the answers to the questions I am usually asked about it: 1. Yes, it is cool. 2. No, it's not original. 3. No, I'm not going to paint it green! CLR

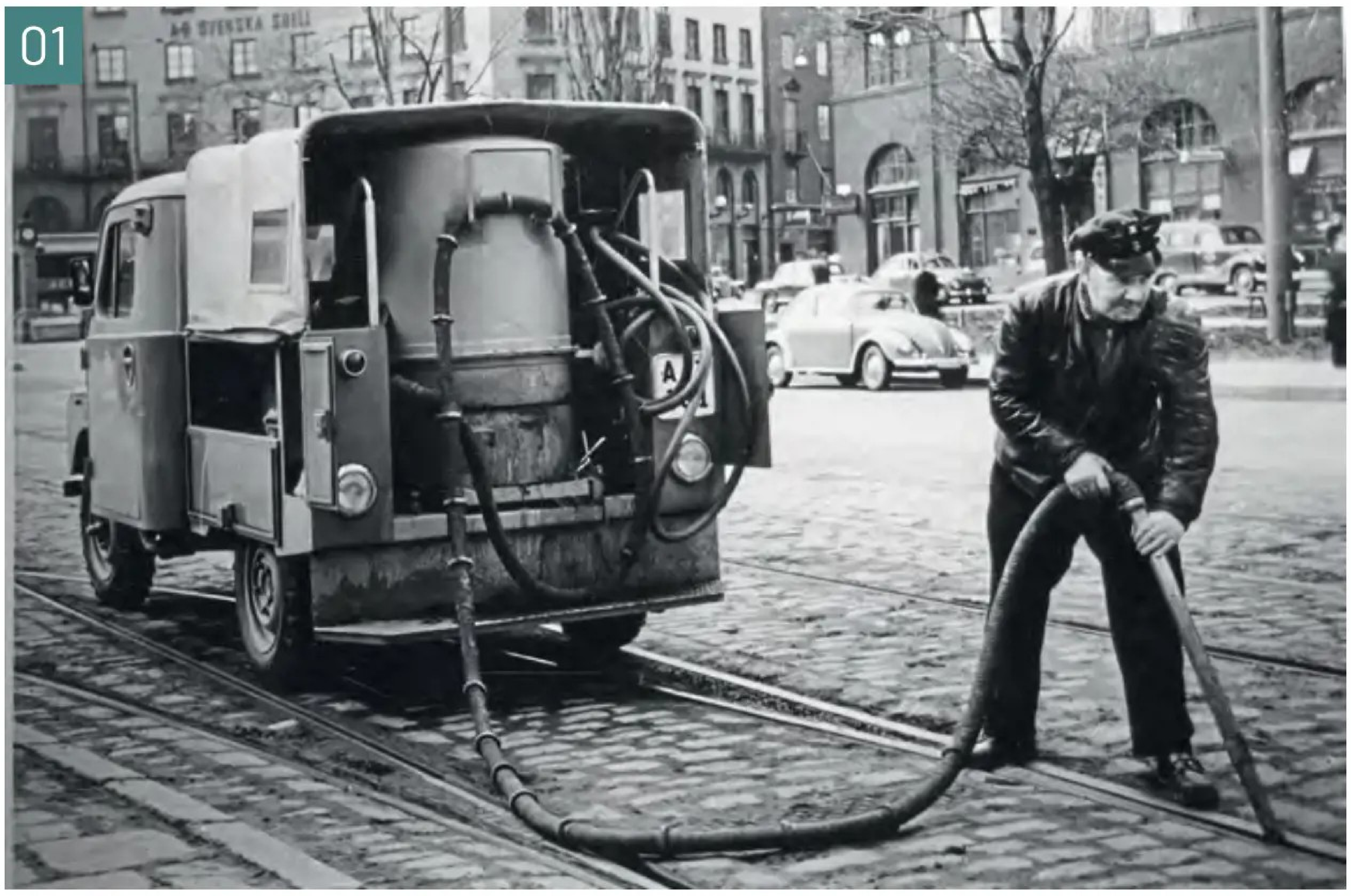
Screen-down motoring is better than fantastic at low green lane speeds



JAMES TAYLOR'S
ROVERPHILE

More archive gems and rarities from the world's leading Land Rover historian

WORDS AND PICTURES **JAMES TAYLOR**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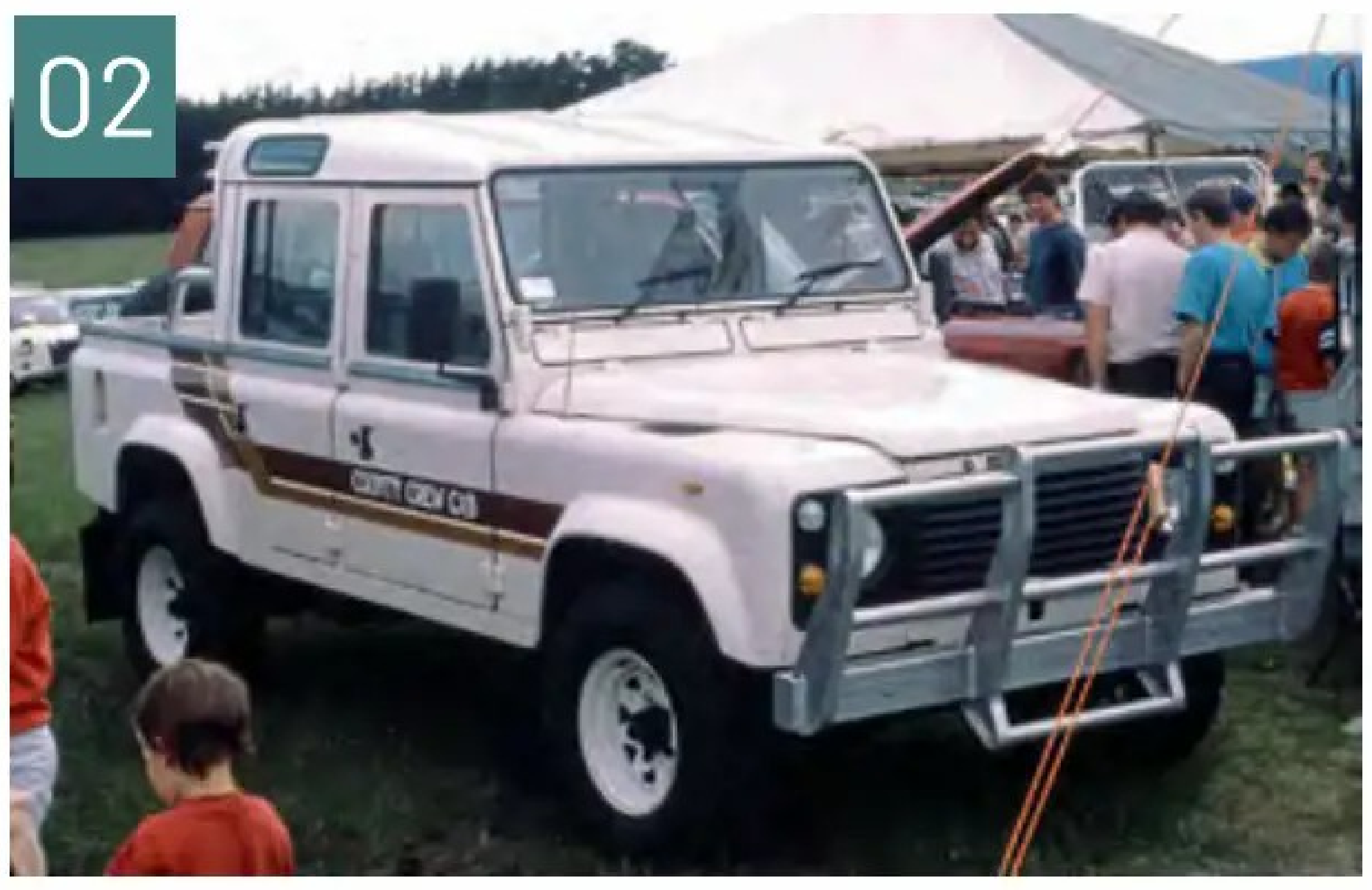
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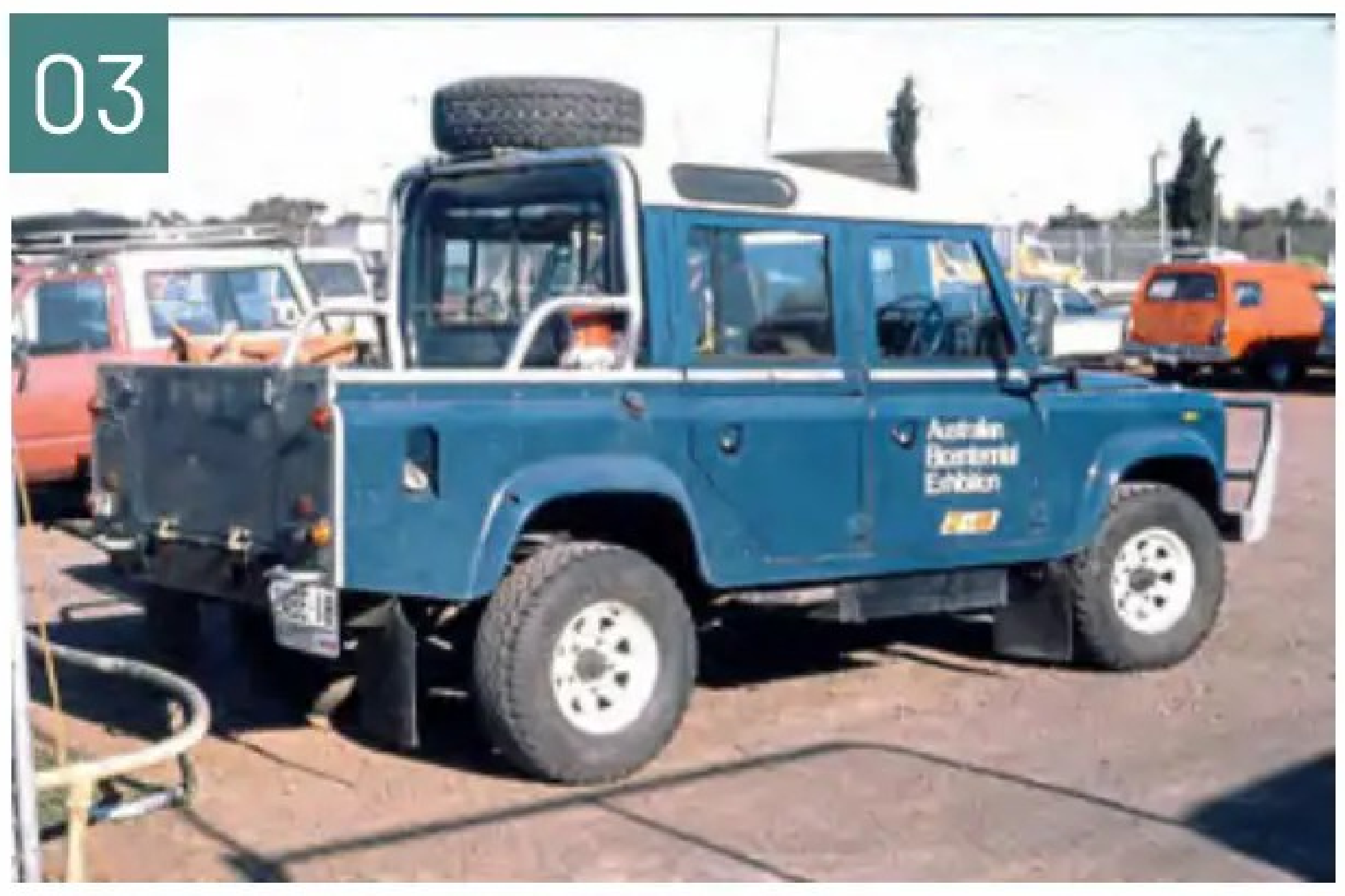

03

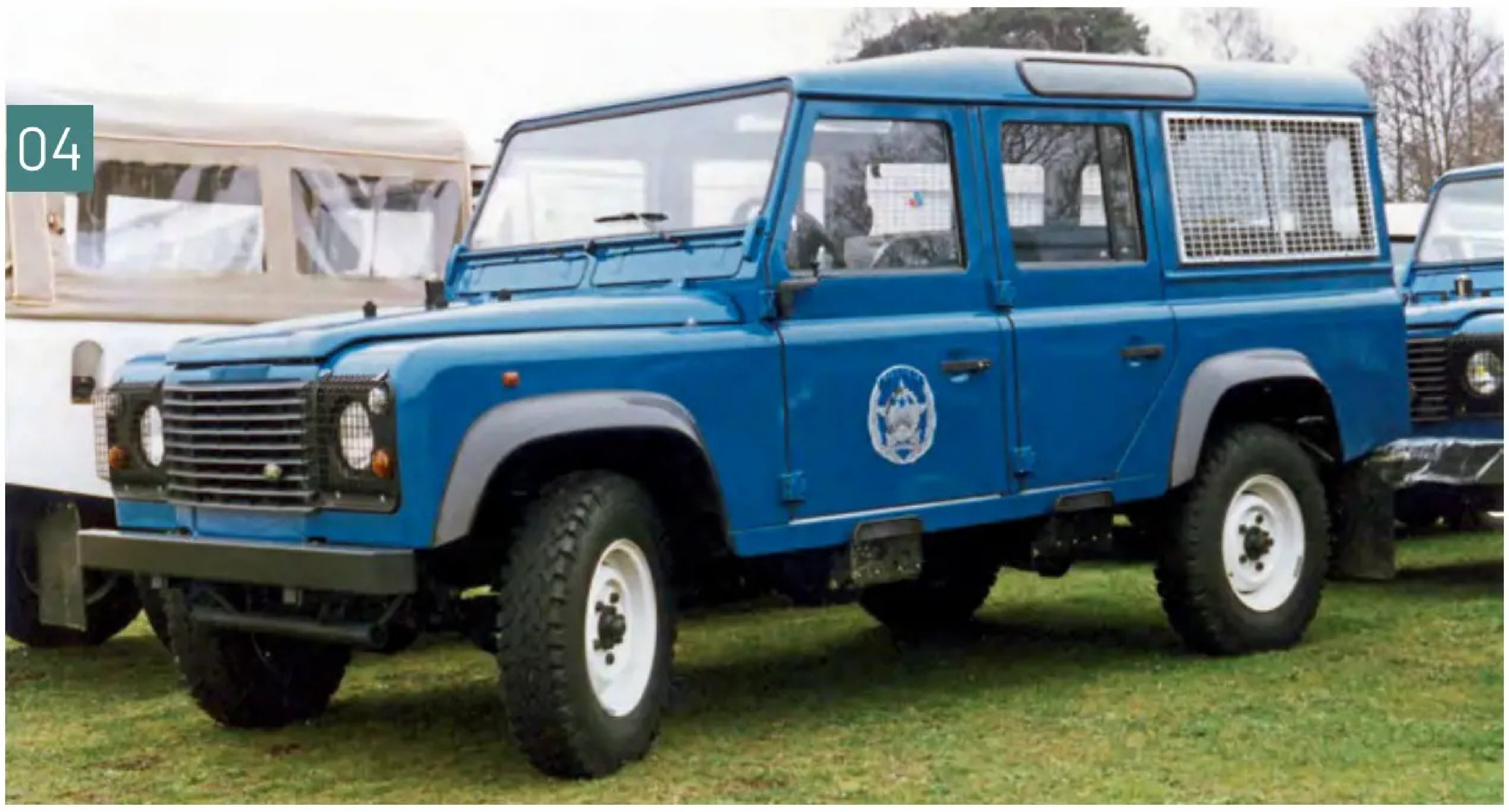
I love a good Land Rover mystery, but more than anything, I love solving them, or at the very least shedding more light on the many variants of Land Rovers produced over the years.

This month is no different and I've some interesting images to share, including Dual Cab pick-ups from Australia and a Range Rover Cabana conversion. If you have any information to share on these vehicles, please get in touch.

A BIG HOOVER *(01)*

The story of the Grip conversions built in Sweden in the 1950s is still being researched. Gripkarosserier AB was known for its cab heating and demisting equipment that was used in Scania and Volvo trucks, and it's no surprise that the company turned its attention to Land Rovers, where the standard weatherproofing was not best suited to Swedish winter conditions.

I won't go into all the details now, but essentially Grip developed its own coachbuilt cab for the Land Rover, with both decent insulation and a powerful heating system.


04

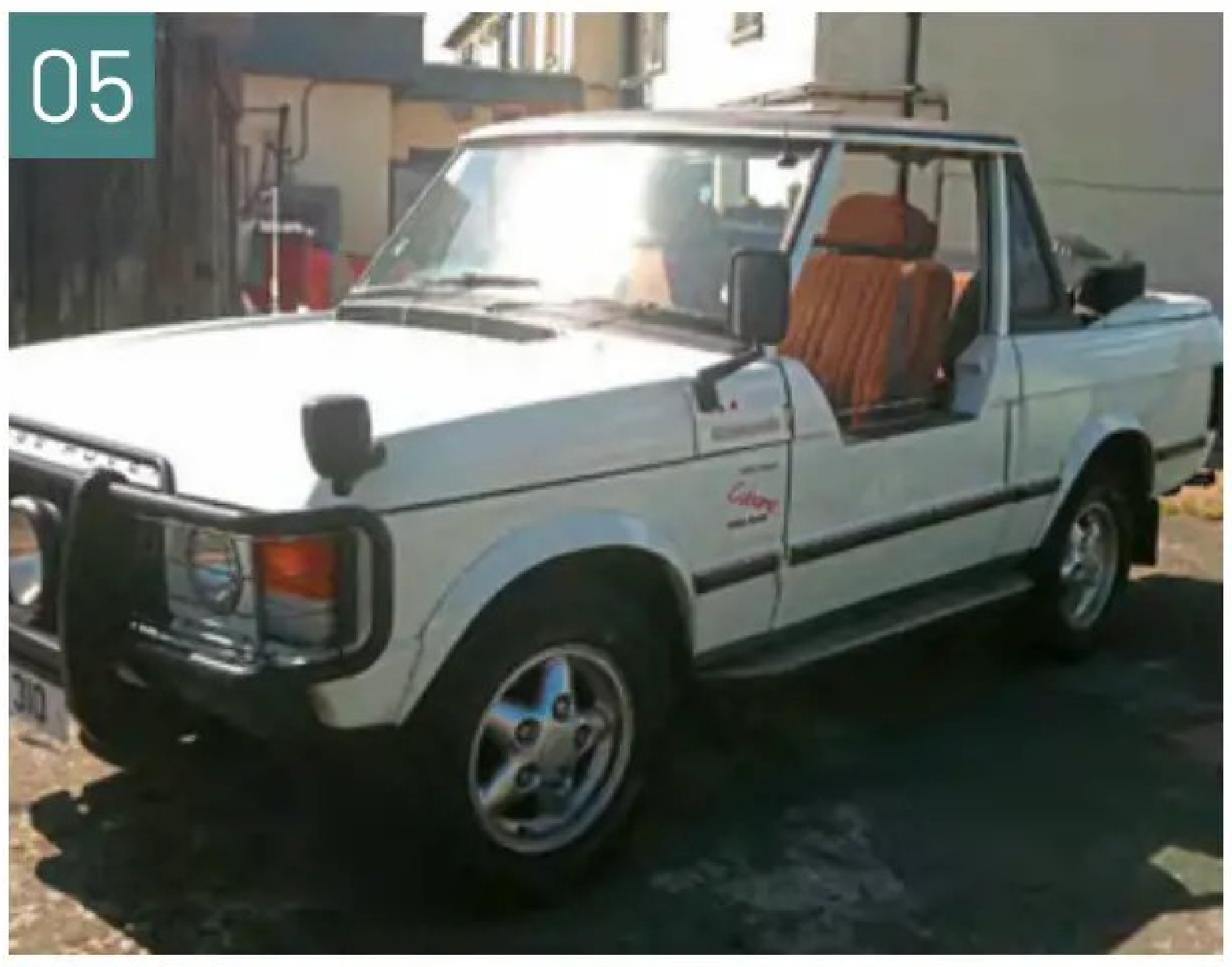
You can see the cab in this picture. What's interesting here, though, is the additional conversion. The Stockholm local authority bought a fleet of Grip-converted 86in Land Rovers, and it used this one as a giant Hoover to remove debris from the tram tracks in the city. This picture reached me from Ola Viklund many years ago. Are there others?

AUSSIE SPECIALS *(02 & 03)*

Back in 1988, Australia was celebrating its Bicentennial, the 200th anniversary of the arrival of the first fleet of British convict ships at Sydney in 1788.

The Bicentennial Authority arranged for a nationwide tour of travelling exhibitions, which were housed in huge purpose-built trailers. To tow them, it bought a fleet of 45 specially converted One Tens.

05



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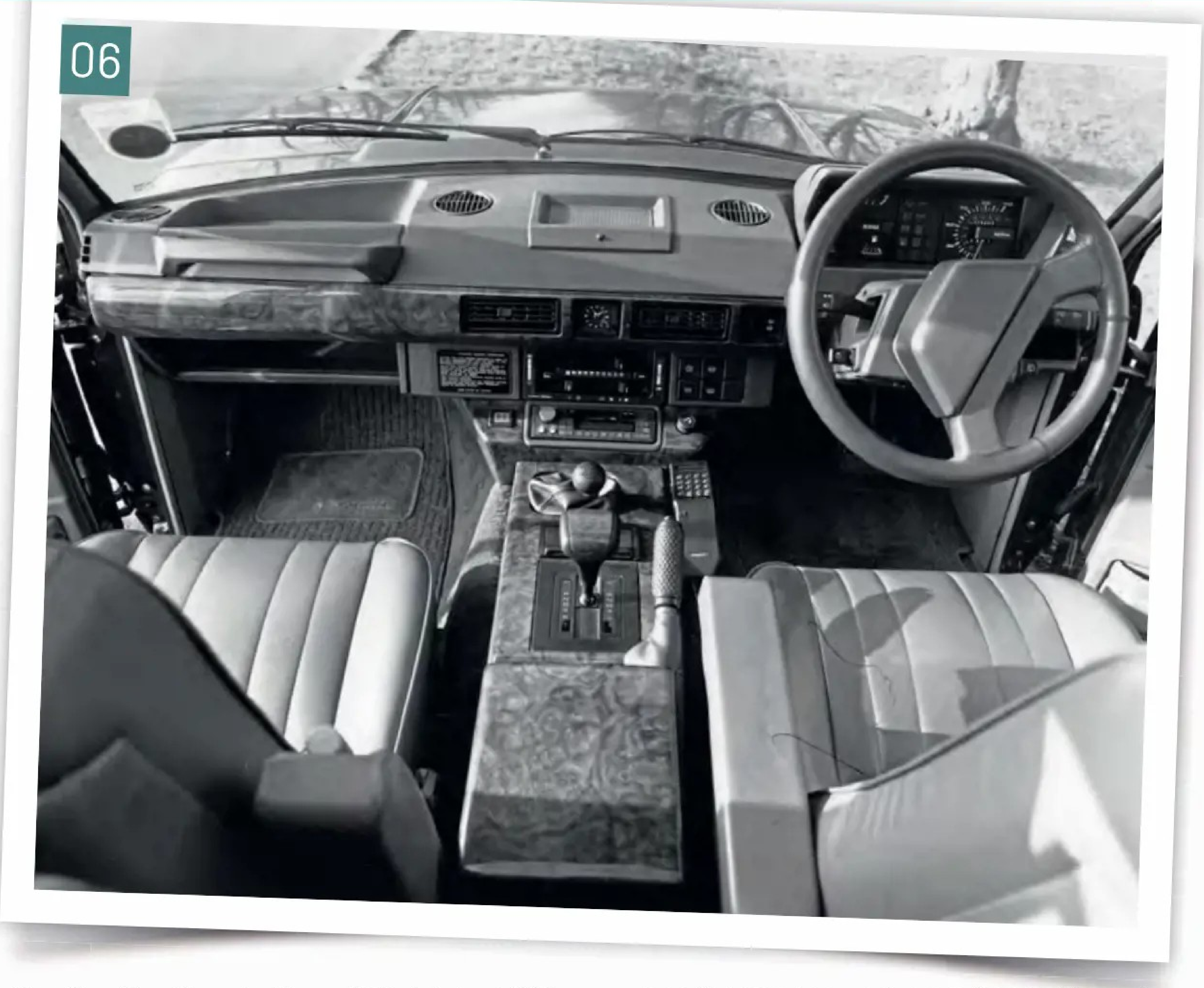

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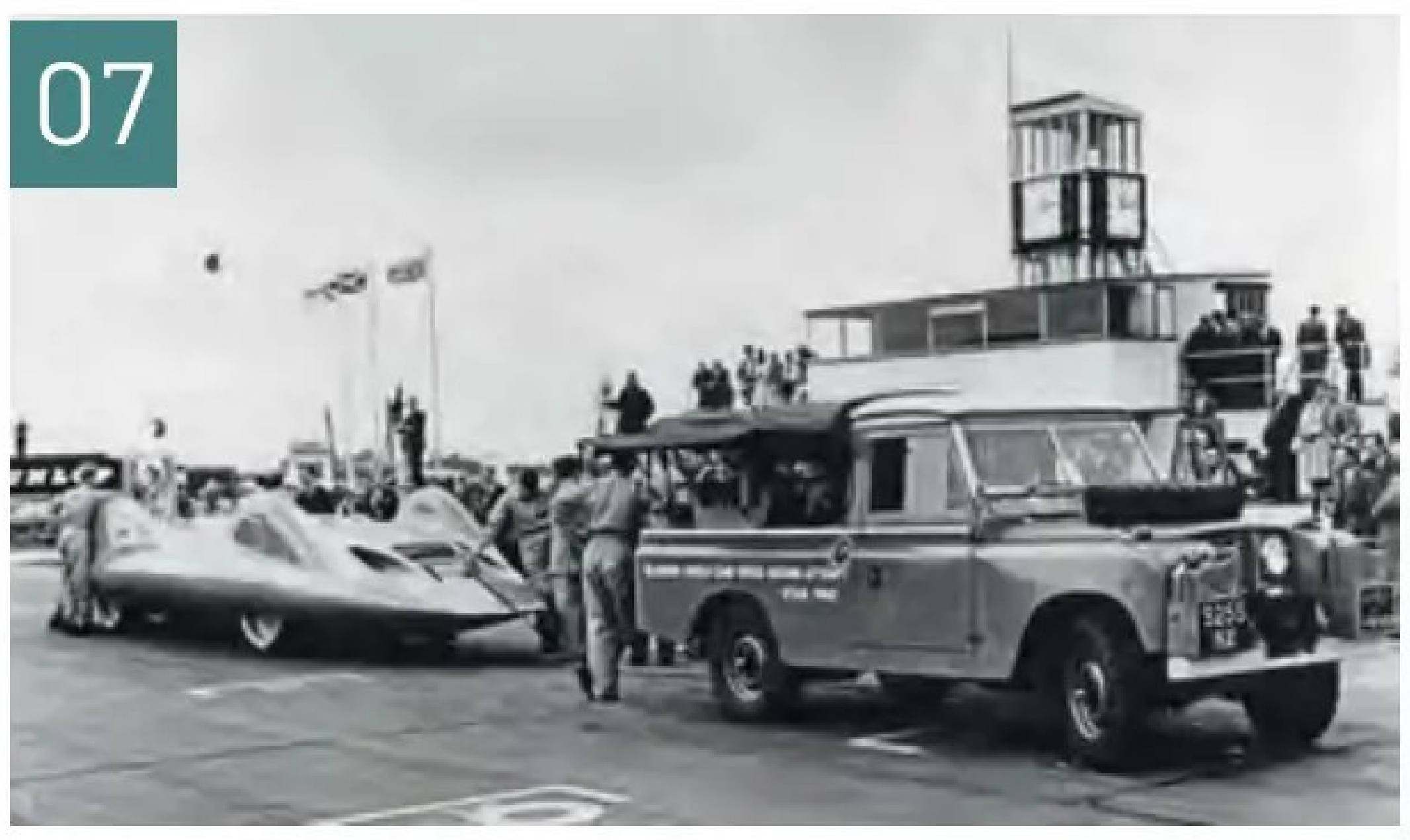

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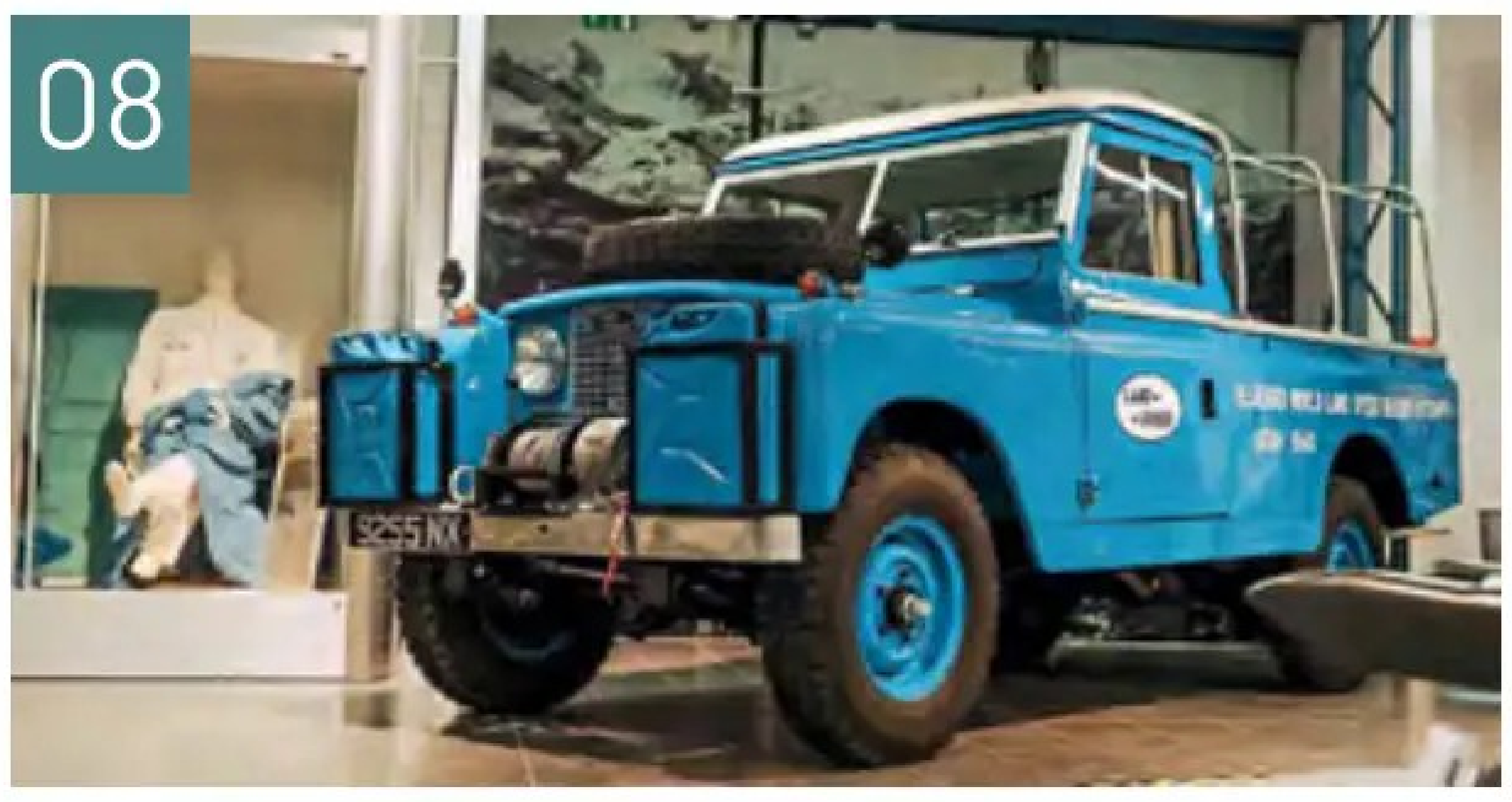


Those were the days before the Defender 110 Double Cab, and the vehicles were converted to what was called a Dual Cab pick-up, with a five-seat cab and a fifth-wheel coupling for the trailer in the load-bed. The spare wheel was mounted on the cab roof.

The base vehicle in each case was a V8-powered County Station Wagon. Land Rover dealer Winterfaulls of Perth converted them by removing the upper section of the back body and adding a special tailgate. Some were blue, (picture 03) and others were white.

After the nationwide tour was over, the vehicles were sold off. Winterfaulls attempted to market its conversion to private buyers as the One Ten County Crew Cab, (picture 02) without the fifth wheel coupling and with the spare wheel mounted on the tailgate.

However, despite a choice between the V8 and Isuzu diesel engines, few were sold. I've had these pictures for years; many thanks to those who sent them to me.

GET IN TOUCH

James Taylor's Roverphile pages have been running since 1996. They aim to dig into the darker corners of Land Rover's past, to shine a light on little-known areas of the marque's story, and whenever possible to reveal completely new material.

Some of the information comes from James' vast personal archive, which has been built up over more than 40 years, but we will always find room here for you to contribute material that you think others will find interesting.

If you can add to something you've read in Roverphile, or want to read more about an area of the marque's history, you can contact James by e-mail at roverjames@btinternet.com

POLICE PROTECTION *(04)*

While looking for something else (as so often happens), I rediscovered this picture that I took at AES, an export distributor near Brooklands, back in 1996.

It shows a Defender 110 Station Wagon destined for the Angolan Police; there were pick-ups for the same customer, too. This is not the place to discuss the situation in Angola at that stage, but I'm sure you'll have spotted the protective mesh over the rear side windows!

MYSTERY CABANA CONVERSION *(05)*

Murphy's Law, as applied to Land Rovers, states that when you come across something really rare, it will always be in the wrong place for a photograph.

That's what happened when the company's Ken McConomy spotted this one, but he did his best. He showed the picture to Roger Crathorne, who then passed it on to me.

I don't know much about Cabana conversions, but I do have an undated press release which shows that they were made by Universal Sunroofs Ltd and combined a targa roof with a folding soft top.

The one in the picture was clearly updated with 1993 or later wheels (the basic vehicle was built before mid-1979), and that odd mirror on the bonnet suggests it spent some time in Japan. If you know more, please tell me.

… AND ANOTHER MYSTERY *(06)*

Issued by the same PR agency as my release for the Cabana conversion was one for interior work on a Range Rover by Sunseekers Universal Ltd. I'm as sure as I can be that this company and Universal Sunroofs Ltd were related, but I can find no trace of either in the Companies House lists.

The PR agency was in London, so it's likely the two companies they represented also were, but that's the best I can do. The release drew attention to what it called the "immaculate leather seating and Burr Walnut trim", and to the leather-bound steering wheel.

The converted vehicle clearly dates from 1987-1989 and, interestingly, does not have the air conditioning that was then in demand for luxury models. The PR agency had an 01 telephone number, so that dates the release to before May 1990. Somebody must know more.

RUBBING SHOULDERS WITH A RECORD-BREAKER *(07 & 08)*

If you visit the Ruskin Museum in Coniston, you'll discover that it has a wing devoted to the exploits of Donald Campbell, who famously set speed records with his Bluebird K7 jet hydroplane on Coniston Water.

He also broke the Land Speed record in 1964 with his gas turbine-powered Bluebird CN7 car. That was his second attempt. His first attempt was made in September 1960 on the Bonneville Salt Flats in Utah, and was supported by the Rover Company of North America.

The gas turbine association was, of course, important to it and it provided a fleet of Land Rovers to support the attempt (which was curtailed by a high-speed crash). One of the Land Rovers has been restored by the Hadwin family, who own several Land Rover dealerships in the area and is now on display in the museum. These pictures show how it is today and how it was back in 1960. CLR

Fitted For Radio, 24-volt One Ten restored to original specification

GREEN **MACHINES**

The Yorkshire Wartime event moved to a new site this year, but proved as popular as ever, **John Carroll** reports

WORDS AND PICTURES **JOHN CARROLL**

In recent years, the Yorkshire Wartime Experience event has assumed increasing importance in enthusiasts' calendars and has probably become the biggest military vehicle event in the north.

For 2025, a change of venue was forced on the organisers, moving from Bradford to Willows Farm near Kirkhouse Green, Doncaster. Many wondered if it would still be as good and attract as many exhibitors and visitors.

There was no need to worry, though, as the Saturday morning queues for public parking and the pay booths demonstrated. Thanks to the proximity of the M62, A1 and M18, people had come in their thousands, and the only complaints I heard all weekend were about the time taken to get in. Credit must be given to the organisers who quickly moved to streamline the situation for Sunday.

In many ways, the new event on 30 acres of land just 10 miles north of Doncaster, and now called Yorkshire Wartime, suited the proven format from the original: the big central arena was on flatter ground than before, but still gave attendees a chance to see lots of green vehicles moving, from Chieftain tanks to bicycles.

A handy pile of rocks and soil with ramps at each end gave people an indication of what these machines are capable of. Watching vehicles moving is a great way to enjoy this show, and on both days, every half hour from 10.30am until 3.30pm, I saw a group of vehicles and/or re-enactors in the arena.

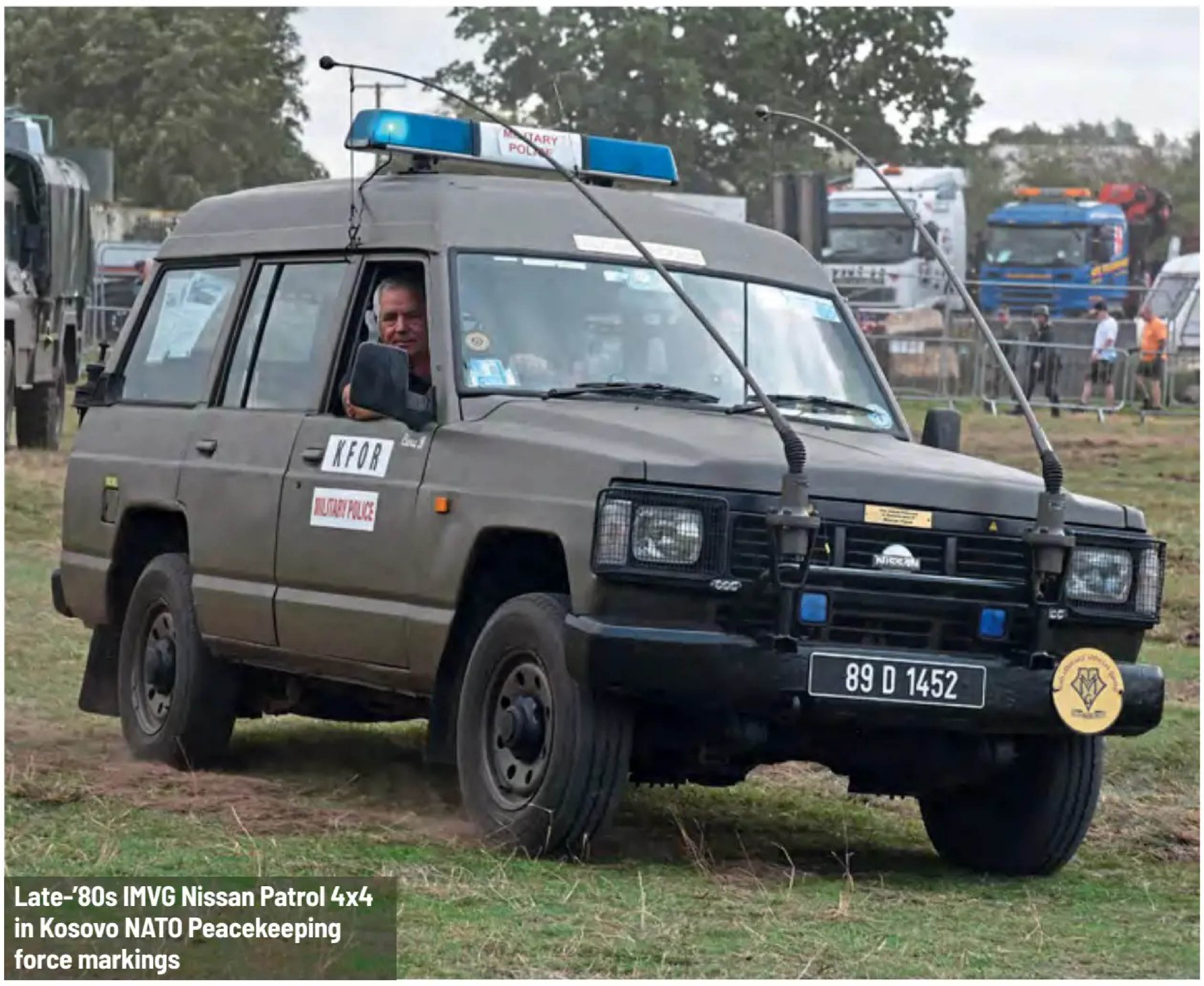
From a Land Rover point of view, the 11am post-war soft-skin vehicle parade was not to be missed. This year, the vehicles included Series Land Rovers in the form of General Service (GS) 109in Series IIIs and Lightweights, as well as GS 110s and various configurations of ambulances, including one from the Irish Military Vehicle Group (IMVG). The IMVG is a regular at this event and brings an interesting selection of military vehicles. This year, these included one of Land Rover's erstwhile 4x4 rivals in the form of a 1980s Nissan Patrol that was formerly the property of the Defence Forces of Ireland.

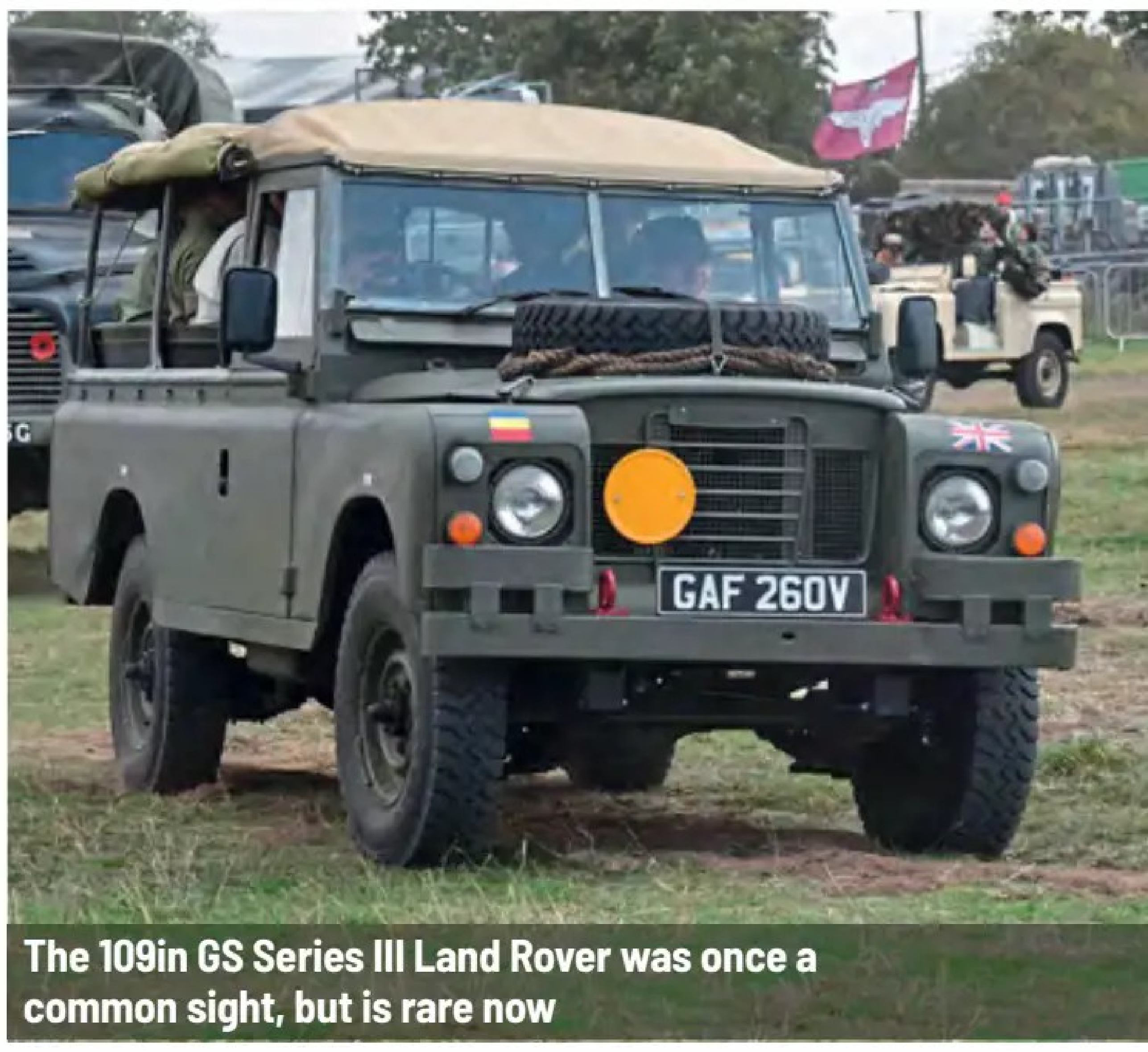
Another group present had several pristine examples of a British rival to the Series One Land Rover on display. This was the Austin Champ, officially known as 'Truck, 1/4 ton, CT, 4×4, Cargo & FFW, Austin Mk 1'; however, the civilian name 'Champ' was generally, and unofficially, used to describe it. The majority of Champs produced between 1951 and 1956 went to the British Army.

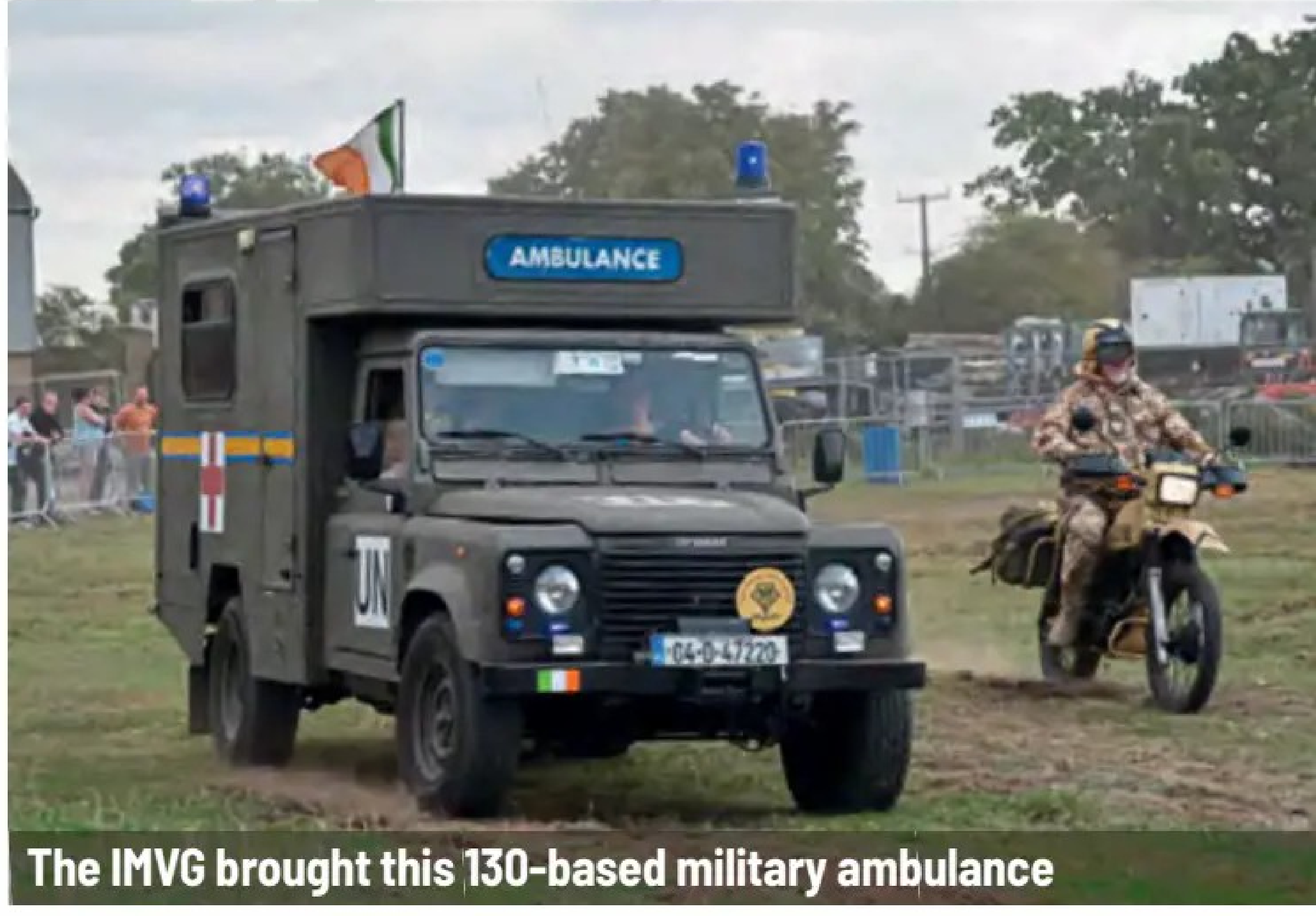
There were plenty of examples of more unusual Land Rovers to be seen, ranging from WMIK 110s and IIA Pink Panthers to an ex-SAS Range Rover that was ostensibly a standard vehicle but had a very discreet full internal roll-cage.

These made up a small proportion of the 500 vehicles on site.

A four-door Range Rover Classic that was once used by the SAS and contains an internal roll cage


Late-'80s IMVG Nissan Patrol 4x4 in Kosovo NATO Peacekeeping force markings


The 109in GS Series III Land Rover was once a common sight, but is rare now


The IMVG brought this 130-based military ambulance

The new site comprised several fields that were divided by hedges and fences, meaning that it was easy to divide displays and camping areas by the age of the vehicles.

Within these fields were all types of each era's vehicles, so it was interesting to see military Land Rovers alongside tracked and armoured CVR(T) variants as they would have been in service.

Elsewhere, re-enactors had set up camp with dioramas that reflected the age of their interests, and some of them included vehicle displays.

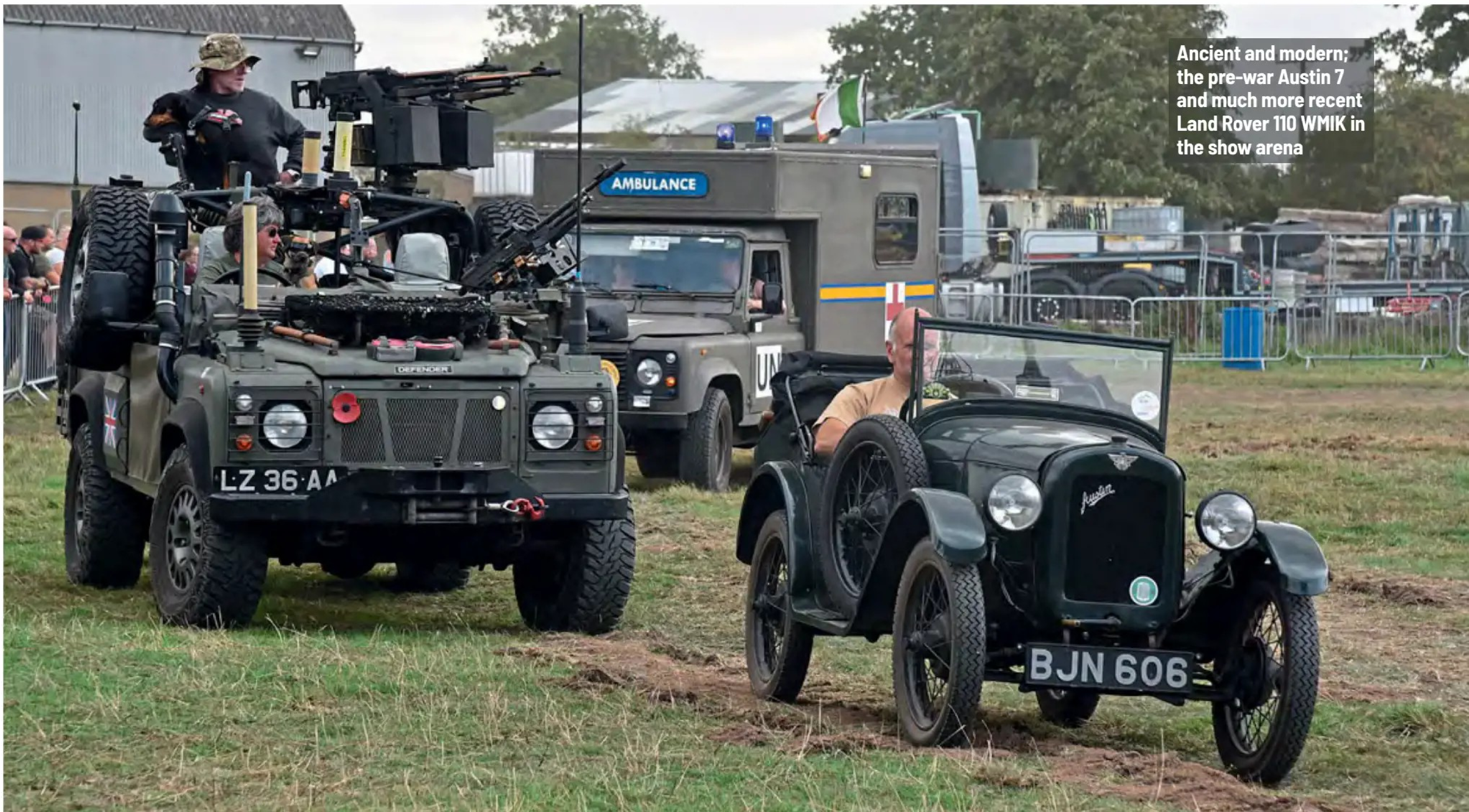
In other ways, the Yorkshire Wartime event is like any other big event because, as well as camping, there's a beer tent, live entertainment and heaps of trade stands.

> 'From a Land Rover point of view, the 11am post-war soft-skin vehicle parade was not to be missed'

The trade stands ranged from vehicle autojumble through books and militaria to vintage items and clothing. The other demonstrations included mock battles and a flyover by a Lancaster of the Battle of Britain Memorial Flight. The former isn't really to my taste, but seeing the Lancaster with its four propellers turning silhouetted against the summer sky was a special moment.

If military Land Rovers are your thing and Doncaster is within reach, the good news is that the event has already been confirmed for 2026.

Billed as 'the north's premier wartime military vehicle and living history show', it's scheduled for August 7-9, at this new site of Willows Farm, Kirkhouse Green, Doncaster, DN7 5TA. For more information, visit www.yorkshirewartime.com CLR


Ancient and modern; the pre-war Austin 7 and much more recent Land Rover 110 WMIK in the show arena

RIPON RALLY

Daniel Warden joins the Series I, II, III Club's national rally at Ripon in North Yorkshire

WORDS AND PICTURES
DANIEL WARDEN

Plenty of help available for unexpected repairs

The Land Rover Series I, II, III Club has been very active over the last couple of years, providing well-organised and enjoyable events for Series Land Rover owners up and down the country. I had previously attended its well-renowned event at Sixpenny Handly, near Salisbury Plain, but I was not able to attend in 2025 due to other commitments.

I was, however, pleased to be available for its national rally held at Ripon racecourse in North Yorkshire in early August.

This proved a great opportunity to showcase my newly restored Series IIA 88in, 'Neil', which, until Ripon, had not been at a public event or even used off-road.

I travelled up to Leeds on the Thursday evening, and Neil coped nicely with the M1 and happily sat at lorry speed throughout, and occasionally ran faster on some long downhill sections. This has helped build up my confidence in the vehicle.

I stayed at my parents' home in Leeds before heading to Ripon on the Friday morning. After saying hello to old mates and setting up my tent, the first event was a road run over to Thirsk to visit the Twisted cafe and showroom. Housed in a converted cinema, it had several tastefully modified Defenders, a beautiful Volkswagen Beetle-based buggy, and a very interesting 'restomod' Range Rover classic, which drew a lot of attention.

Twisted also had a Series III lightweight gun buggy on site, and two very lovely 80in Series Ones. One had a factory history of ownership with the Wilks family. We were also given a tour of the workshop, which featured an interesting talk by one of its technicians.

We were also treated to another talk, courtesy of a retired Rover engineer who told us many stories of his time working on

HMO 968D
VDN 820R
The Friday greenlaning convoy

Will Outhwaite's TD5 110 joined our convoy

Taking in the Twisted showroom

> 'We were also given a tour of the workshop, which featured an interesting talk by one of its technicians'

Land Rovers, Range Rovers and the Rover cars, especially on the dashboards and heating/ventilation systems.

Afterwards was a green lane run across the moors, beginning at Helmsley. We set off in small groups at 15-minute intervals to not overload the tracks going through Rudland Rigg. This was relatively gentle laning, mainly on firm tracks but with some slopes and a few puddles.

The scenery was quite spectacular with views for a very long way over the moors. We returned to camp in the early evening for food and drinks and a pretty relaxed evening socialising as the sun went down.

The following day was again dedicated to greenlaning. Options were given of blue, red or black routes, these being easy, medium, or hard conditions.

Assured that there was no risk of damage, I chose the black route to put Neil (and myself) to the test. Again, the laning was in spectacular countryside, and the road sections were particularly enjoyable.

The lanes got progressively more challenging, with the highlight being Fremington Edge, a very tricky lane, steep with cross axle sections and superb views across the moors.

We found this was a bit of a case of 'give it some' to get enough momentum to traverse the cross axle section. Seeing the photo of Neil with wheels in the air afterwards was certainly interesting!

I had found that the engine seemed to be struggling a little in the thin air, although I had previously had similar issues, probably caused by dirty petrol.

It did eventually clear, but I was on alert for unusual symptoms from then on. We then headed to Goats Bridge, via a tight turn and through a ford, before stopping off for a cream tea (or, in my case, coffee) at a nearby farm.

A couple more gentle lanes were driven before we headed back to camp, stopping off at a local ice cream parlour for a delicious treat first.

The evening included a barbecue, plenty of socialising and a quiz where contestants could win Land Rover bits and other prizes.

Sunday was pretty much a pack up and head home kind of day, and this is where Neil let me down.

Having just joined the A1(M), I got a flat tyre. I swapped onto the spare and carried on back to my parents' home before heading back to the Midlands on Monday. Overall, a very enjoyable and successful weekend. I look forward to more.

For more information, please see www.series123club.co.uk CLR

A nice view over the moors

A LONG WEEKEND IN SOUTH LAKELAND

The 2025 Series 2 Club Rally took place from August 14 to August 17. **Clare Westbrook** was there in 'Nellie', her 1967 IIA

WORDS AND PICTURES **CLARE WESTBROOK**

Cartmel Racecourse in Cumbria was the venue for the 21st Series 2 Club (S2C) Rally. With 84 vehicles registered, the rally was at capacity for the site, and despite being well over 200 miles from home, I was determined to take my Series Land Rover this year.

Due to a variety of mechanical issues, we've arrived at recent rallies in either a classic Range Rover or a Volvo V70. Thankfully, the club welcomes all vehicles.

Towing a caravan, our anticipated six-hour journey turned into an eight-and-a-half-hour marathon, so the warm, friendly welcome from organisers Wendy and Gordon Lowe was genuinely appreciated.

The racecourse was a lovely base for the weekend: plenty of flat land for camping, good facilities, great views, lush green grass despite the heatwave, and just a short walk to Cartmel.

Activities were concentrated around rally control and the club marquee, which provided a central hub for information, meet-ups, social activities, plus the club shop and a selection of 'goodies' for sale from Emberton Imperial.

As always, there was a packed and varied programme of places to visit, lanes to explore and local eateries to enjoy. You could take your pick of things to do, so we opted for a lazy Friday.

Rather than joining the trip to the Lakeland Motor Museum, we had a late start and a relaxed stroll into the village. Sitting in the brewery courtyard, sipping our pints in the hot sunshine, was a much-needed treat.

We weren't the only S2C rally-goers there. The trip to the museum was also a great success, and many people enjoyed a green lane or two on the way back as well.

TOWING
PYG 859R
BAY SEARCH & RESCUE
Date 17/8/2025
Pay One Thousand and Fifty Six Pounds and Eighty pence
£1,056.80
Signed

Bay Search and Rescue were worthy recipients of this year's charity donation

Sunday Line-up: 60 Land Rovers plus the Bay Search and Rescue Hagglund *Richard Gosling*

For the first time I can remember, the rally's evening entertainments were divided between Friday and Saturday nights, rather than all being on the Saturday, and it worked well.

Friday night was quiz night, which Charles always dreads, but we found ourselves a team and made some new friends whom we hope to see again next year. Our quiz results were less than successful, but that didn't matter.

I always look forward to the laning at the S2C Rally. It's an opportunity to get out and about in areas we may not usually visit, with people we don't often see or may have never met before. There was a choice of routes, with options for short, long, scratchy, non-scratchy and less/more technical drives.

On Saturday morning, we headed for the marquee and found Bethany Ghest and Christopher Kelley poring over an OS map, adapting a route to suit the ambulance in our group.

Teamwork got Edryd Coleman's SWB back on the road

TENTBOX
Series 2 Club
Severn Valley
NAD 608F

Severn Valley group created a comfy camping corner

They did a great job, and we spent a delightful day exploring South Lakeland's fells and valleys. The views were magnificent and the byways were varied: from stony tracks across high open moorland to lush, grassy lanes bounded by moss and ferns.

Our group was unanimous in 'ditching' one lane: the boulders were too big, and we all had to drive our Land Rovers home; we didn't want any incidents.

Not everyone was as fortunate as we were. The Rally WhatsApp Group proved invaluable that afternoon when Edryd Coleman sheared the input shaft on his rear diff. He posted his dilemma to the group, and within minutes, local club member Reginald Wilkinson offered a replacement diff plus gasket and oil.

He delivered them to the campsite, where a keen group of volunteers set to fix Edryd's 1958 SWB. They seemed delighted at the opportunity to get under a Land Rover, and were only enticed away by the delicious Saturday evening hog roast, followed by the annual prize giving and raffle.

Among the prizes, the Well-Oiled award went to Graham McGuigan, who'd been drenched in oil while changing a broken half-shaft; following his debacle, Edryd was the worthy Piston Broke winner; and Best in Show was the lovely 1961 LWB owned by Howard Rapley, who'd travelled from Ireland for the rally.

After a lively evening in the marquee, we took our drinks and chairs and wandered the campsite, stopping to chat as we went. Finally, back in the marquee with the last hardy stop-outs, we discussed vehicles we'd have if money were no option.

Sunday morning was the traditional rally line-up, this year with a visit from Bay Search and Rescue, the club's chosen charity for the event. Edryd's Land Rover was still in the sick bay, but more people arrived offering tools and help. Just after 2pm that afternoon, JEP 332 was mobile again with the replacement diff fitted.

'There was a choice of routes, with options for short, long, scratchy, non-scratchy and less/more technical drives'

That's what a club should be about: pulling together to help fellow members out. This rally exemplified that. It was good to see so many new faces as well as regular rally goers, and we hope to see you all again next year.

The 2026 Series 2 Club Rally will be at Hayles Fruit Farm in the Cotswolds; look out for details in future issues. CLR

South Lakeland tarmac lines were very picturesque

A BLAST AT **BELVOIR**

CLR was at the heart of this year's LRO Show, a weekend of Land Rover excitement, from club stands and trade stalls to live demos and activities for the whole family

WORDS AND PHOTOS **ROS WOODHAM**

Team CLR, together with a fantastic selection of their vehicles, took centre stage in the Classic Land Rover arena and marquee at this year's LRO Show, the UK's largest Land Rover event.

The show was held on the spectacular grounds of Belvoir Castle, a historic estate near Grantham in Lincolnshire, offering a breathtaking backdrop for enthusiasts and their vehicles.

Alongside those who had prebooked, the favourable weather forecast for the weekend attracted many spontaneous campers to the grounds on Friday night, with an array of trucks, tents and tarps spilling over into an adjacent field.

CLR's sizeable pitch, right next to the showground, steadily filled with a variety of different camping setups as contributors arrived from all over England, Wales, Scotland and Spain!

Friday night was alive with cooking and catch-up chatter, as we gathereed around the warmth of an Ozpig stove, accompanied by rock and pop anthems performed by The Famous Unknowns in the nearby beer tent.

On Saturday morning, a steady stream of cars and Land Rovers made their way into the day visitor car park, and the crowds dispersed through the various sections of the show.

Our vehicles had already been on the move before the official opening, heading from the camping area to take their places in the enclosure beside the CLR marquee, which was again sponsored by Britpart.

Our display showcased vehicles that had, in the main, previously appeared in the magazine, each paired with a copy of the relevant cover shot or article it was featured in.

CLR contributors arrive on site and gather in the camping area for a long-overdue catch-up

From inside the CLR Marquee, Belvoir Castle is a fine backdrop for the CLR vehicle display

Vehicle owners were on hand to share stories, discuss their vehicles, and answer questions from visitors

LAND ROVER SERIES 2 CLUB
CDG 426B
DYB 533
TOWING
MOTORS

Where it all began – a vibrant lineup at the Land Rover Series One Club stand

> ‘Families made the most of the open spaces for picnics and relaxing afternoons’

Club vehicles often reflect their owners’ personalities – like this Range Rover Classic, complete with a winch, bumper, and a travelling teddy bear

Rob Taylor’s Series II trialler flexes its custom suspension comprising parabolic springs, long and uprated dampers, and SeriesFlex shackles

The vehicles on show spanned a broad spectrum of models and variants, offering something to captivate every enthusiast. Highlights included Sue Cummings’ eye-catching GS Truck, ¾ Ton or Pink Panther, Toby Savage’s much-travelled Carawagon, and Jon Crocker’s freshly restored Series IIA ‘Dorothy’.

Barney Netherwood and Tom Benson brought their feisty V6 80in Series One, while Popski’s Private Expeditions contributed an ex-Dutch army desert-trim Lightweight. The Peterborough Volunteer Fire Brigade showcased its Forward Control fire appliance, and HC Classic displayed its bespoke build Discovery 1.

Other standouts included Paul Pryer’s

In the Live Action Arena, teams raced modified Discoverys through obstacles before dashing on foot against the clock

CAMEL TROPHY
LR64
The Camel Trophy Club stand showcased an impressive line-up of vehicles, including a striking Bedford MK support truck

colourful and recently featured East Midlands Electricity 1-Ton, Rob Taylor's ultra-flexible Series II trialler, and Andy Graham's Dakar Classic rally Ninety.

Vehicle owners were on hand throughout the day, happy to chat with visitors, share stories, and answer questions as everyone enjoyed the late-summer sunshine.

Busy in the marquee itself were Julie Hawes, Shaun Ketteringham and Caroline Barnes, managing magazine sales and subscriptions, while editor Andrew Stone coordinated the lineup of talks and presentations scheduled for the weekend.

First up was Emrys Kirby, detailing some of his recent, in-depth restorations, followed by James Davis from Popski's Private Expeditions, a growing community of adventurers with a passion for combining desert travel and historical exploration.

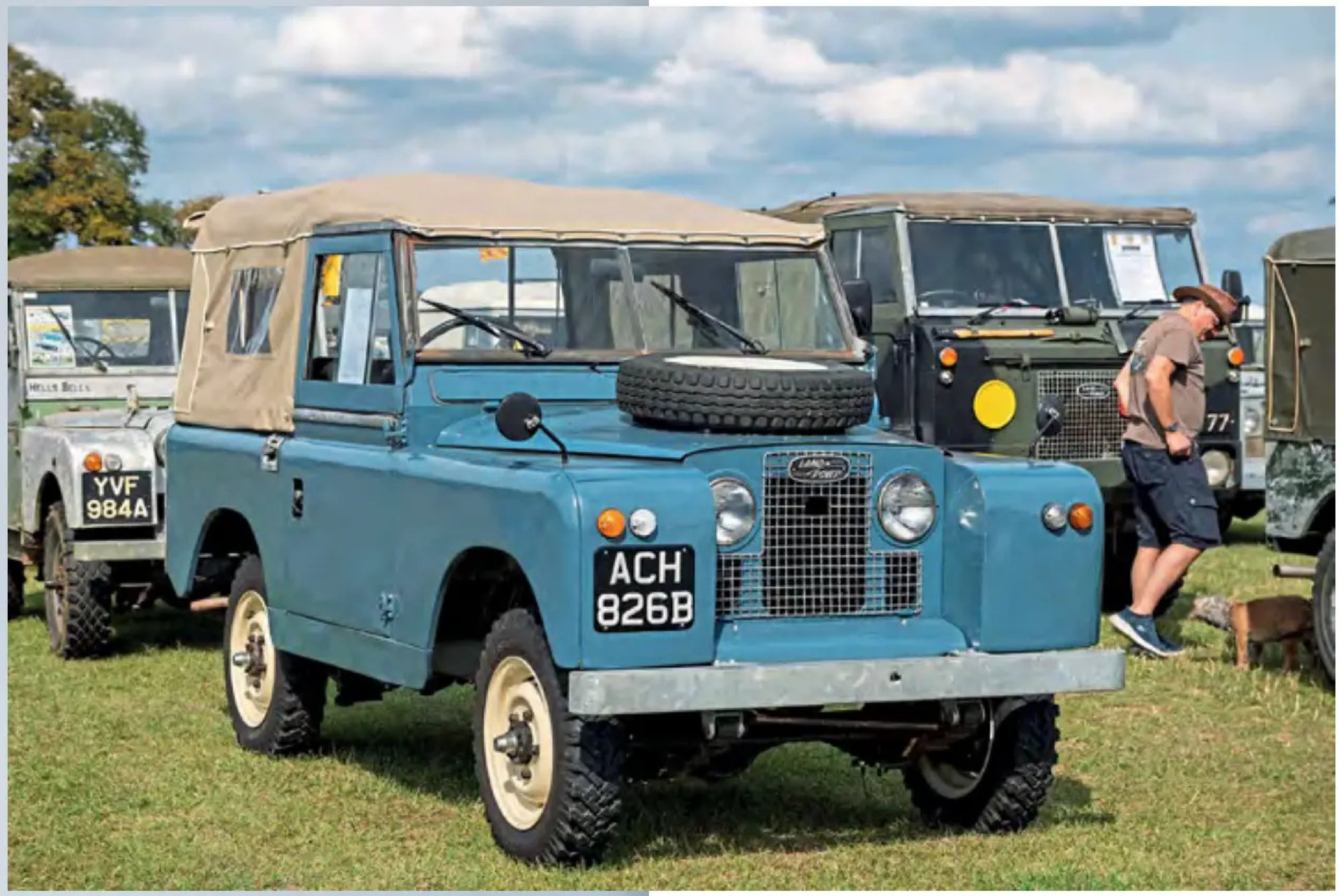
Toby Savage took the Saturday lunchtime slot, entertaining us with engaging tales from extended travels working alongside archaeologists in Libya. Rounding off the afternoon, Toby jumped in to interview Russ Dykes, owner of Ardventures, which operates 4x4 tours and overland adventure holidays.

On Sunday, Jim Willett drew an interested crowd, keen to learn about every imaginable engine conversion, and headlining the presentations was Andrew Graham, who captivated us with his humble account of participating in the Dakar Classic in his rally Ninety.

The speakers were a big hit, with many people staying for lively Q&A sessions after each talk.

After a busy day of talks and presentations, attendees explored the club stands and displays surrounding the marquee. Over 60 clubs displayed a huge number of classic and more modern Land Rovers.

LAND ROVER SERIES 2 CLUB
BANKHALL MOTORS
GAS SERVICE
OYB 533
TOWING
VNE 511
A walk among the club stands offered visitors the chance to admire the wide variety of Land Rovers on display



Series IIA 'Dorothy,' lovingly restored by Jon Crocker and recently featured in CLR Tech and Toolbox articles, was on display

Among them was the Camel Trophy Club, marking 45 years since the first Transamazonica challenge in Brazil in 1980, an event that grew into an icon of adventure celebrated for its spirit and camaraderie. Alongside the 110 Utilities and Hi-caps, the impressively restored Bedford support truck drew my attention.

Contributors convene. From L-R: Beth Benson, Tom Benson, Jon Crocker and Barney Netherwood

Shaun Ketteringham welcomes visitors to the CLR stand, stocked with a wide range of enthusiast titles to browse

Other clubs included the Series 2 Club, the Series I, II & III Club and the Land Rover Series One Club. At the latter, two noteworthy vehicles stood out: Robert Ely's 95% original 1948 80in with 368 serial number, and Richard Hughes' 1950 prototype with an 81in wheelbase, built to hold a Rolls-Royce B40 Mk 2B 2.8L engine. It was one of 33 built by Land Rover for military trials; only a few remain roadworthy today.

Of course, it wouldn't have been the Land Rover Owner International Show without its vast shopping village. Leading away from the club displays was the ever-popular autojumble, a rabbit warren of spares for those searching for hard-to-find parts, while others stocked up on tools, repair panels and trim parts.

Hundreds of commercial stands were present, showcasing the latest Land Rover gear, accessories, and specialist products for enthusiasts of all kinds. Across the weekend, there were live demonstrations and expert advice from some of Britain's leading Land Rover specialists, covering everything from engine tuning and suspension to styling, security, expedition gear and adventure tours. There were even Land Rovers for sale.

The Live Action Arena drew crowds throughout the weekend with dog displays, team competitions and the ever-popular demonstrations by the mud-flinging extreme off-roaders being tested to their limits on a new-look course.

Families made the most of the open spaces for picnics and relaxing afternoons, while children were kept busy with giant inflatables, a mini Land Rover obstacle course and plenty of other fun activities. Sadly, high winds meant the anticipated Lancaster Bomber and Dakota flypasts could not take place, much to the disappointment of the crowds.

Saturday afternoon wrapped up with a spin in Tom and Barney's 80in, heading down the A1 to the official off-road circuit. The punchy V6 made the unexpected 20-minute drive feel effortless, and once we arrived, the late-afternoon sunshine made the course's twists and turns all the more enjoyable.

> 'Leading away from the club displays was the ever-popular autojumble'

Back at camp, the social scene was buzzing. Some gathered around campfires to chat about the day's adventures, while others made their way to the bar to enjoy live music from Revolver.

The evening crescendoed with a full-throttle encore in the Live Action Arena, complete with lasers, lights, and more Land Rover action, all capped off by a spectacular fireworks display.

CLR editor Andrew Stone said: "We'd like to extend our thanks to Britpart and the speakers and vehicle owners who made the display in the arena and talks in the marquee such a success. The feedback we've received so far has been overwhelmingly positive. "Before the show closed on Sunday, members of our team were already talking about next year and how we can improve our offering. This was the third year the event has been held at Belvoir Castle after transferring from Peterborough, and the show continues to grow from strength to strength at the new location. We look forward to being involved in future editions."

With fantastic vehicles, engaging presentations, and a lively social scene, it was a weekend to remember for Land Rover enthusiasts of all ages. CLR was proud to collaborate with Live Promotions on such a successful and enjoyable event, and we'd like to thank everyone who popped in to say hi – we hope to see you all again next year. CLR

There was a healthy turnout of military vehicles, including Sue Cummings' Pink Panther and Andy Godward's ex-UK MOD R-WMRK Defender

Inside the CLR Marquee, Emrys Kirby kicked off the day with an engaging and detailed presentation on recent restorations

'The Live Action Arena drew crowds throughout the weekend'

Paul Pryer's beautifully restored East Midlands Electricity Board 1-Ton takes pride of place on the CLR stand

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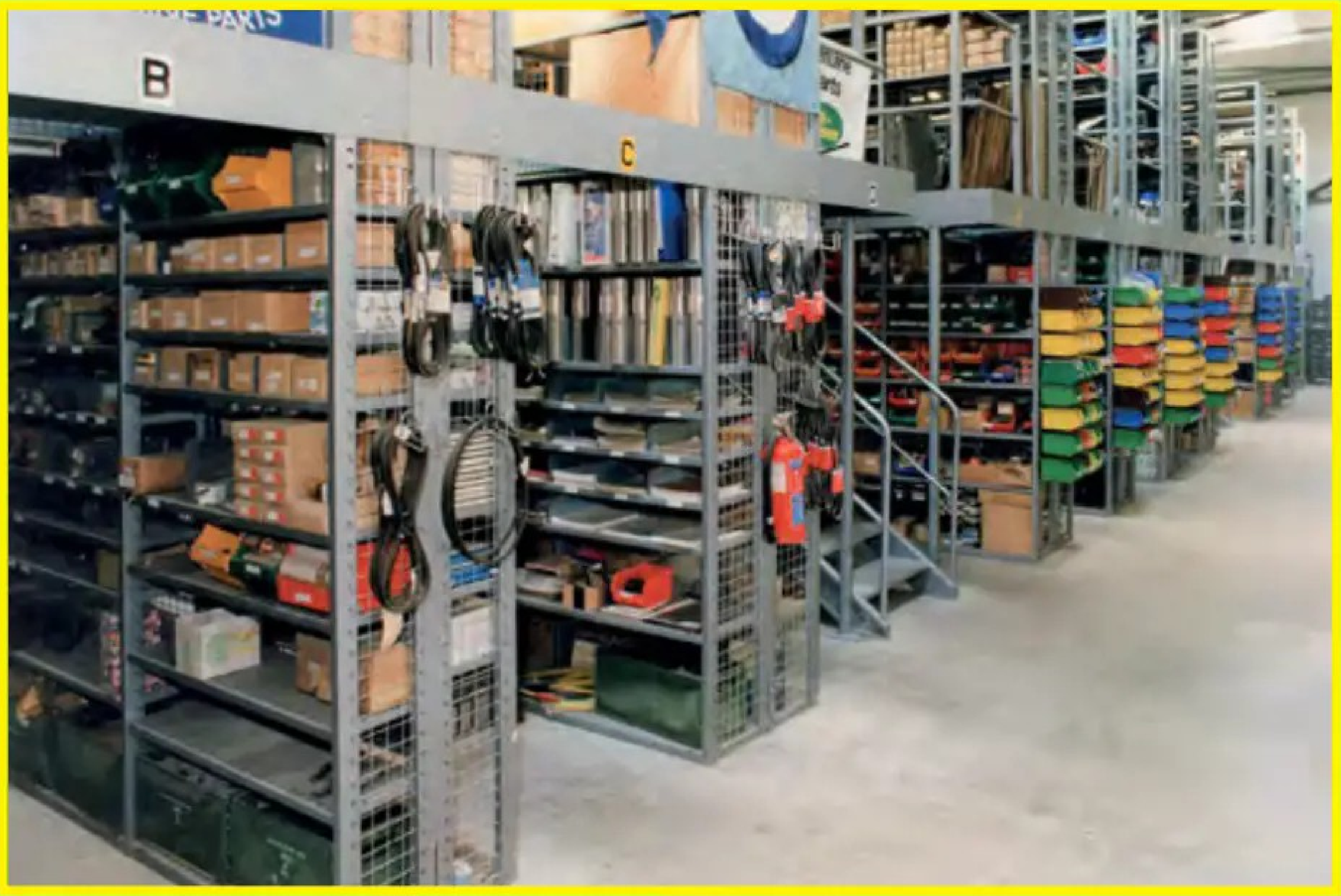

WANTED

NEW LAND ROVER PARTS PURCHASED IN ANY QUANTITY

CLUTCHING AT STRAWS

Toby Savage drives The Trans Morocco Trail in his Carawagon

WORDS AND PICTURES **TOBY SAVAGE**

I had been inspired to attempt this ambitious drive into remote areas of Morocco by a news announcement in the December 2024 issue of CLR. Motorcyclists Chris Scott and Ed Gill had linked 1,900 miles of tracks and called it the Trans Morocco Trail (TMT). They had also set up transmoroccotrail.org and offered all of the GPS waypoints for other adventurers to download for free.

Never one to rush, I thought I would dedicate six weeks to this and take my Carawagon. A week each way to get there and back, and four weeks of adventure in the mountains and the desert.

In preparation, Chris recommended downloading an app called Gaia GPS to my iPhone. (AlpineQuest for Android phones.) It has the facility to add all the waypoints as KML files, which can be downloaded from transmoroccotrail.org.

This was new territory to me, but half a day dedicated to mastering it would make navigation far simpler once there.

It was an easy run to Portsmouth to catch the ferry, but as I approached the port, the clutch pedal went to the floor. A quick roadside check revealed an empty reservoir. We had

NENE OVERLAND
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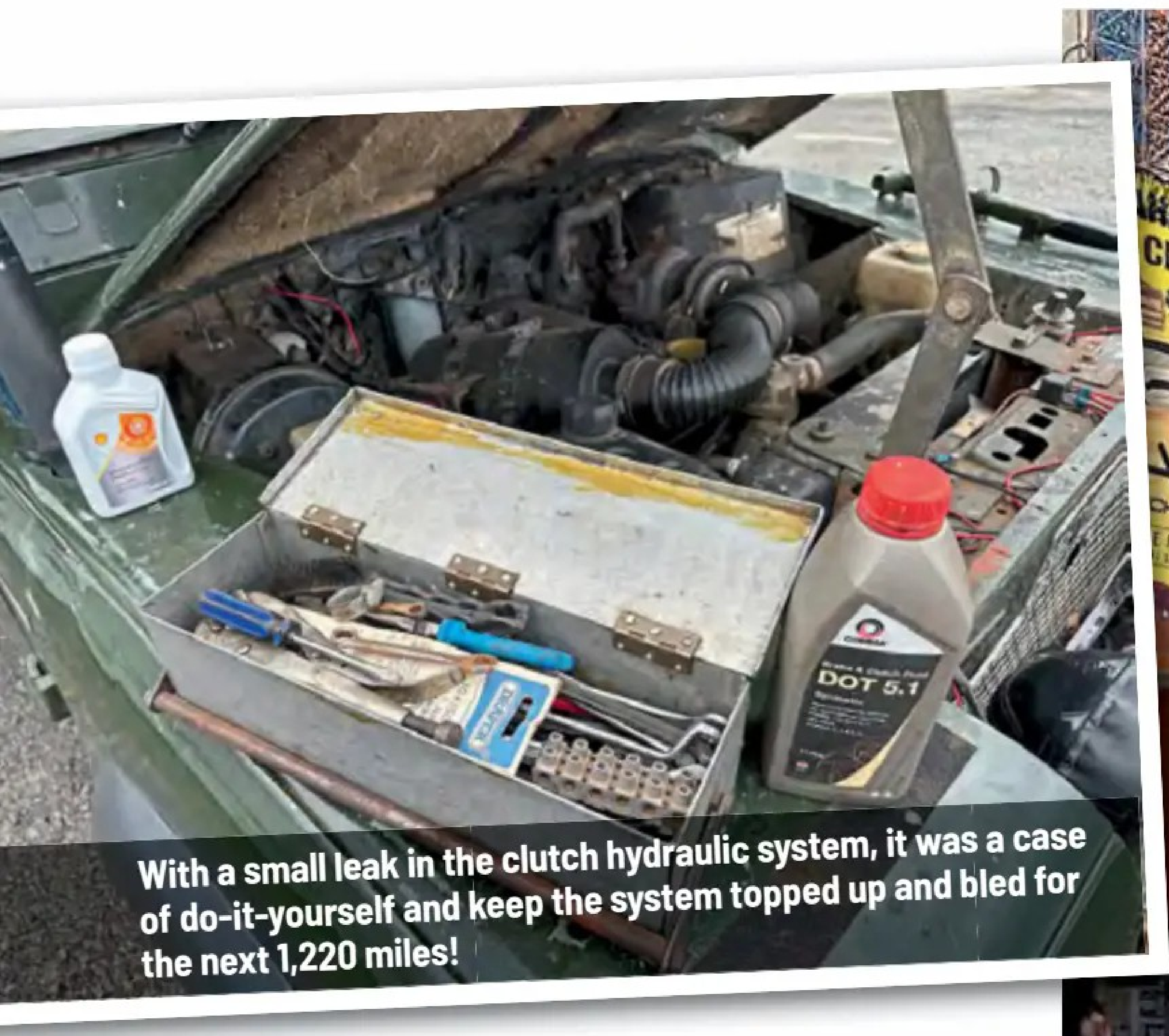
The sad sight that no Land Rover owner wants to see. Toby's Carawagon was taken away by the RAC, but nothing was repaired


With a small leak in the clutch hydraulic system, it was a case of do-it-yourself and keep the system topped up and bled for the next 1,220 miles!

checked it just a week before, so I knew there must be a problem.

I topped it up, then limped onto the ferry and forgot about it. It was early morning when I arrived in Bilbao, and with enthusiastic pedal pumping, I made it through the port and into a car park. I crawled underneath and could see a wet patch on top of the chassis crossmember near the slave cylinder.

It looked as though the short pipe into the cylinder had a leak that was causing the problem. I reasoned that if I bled it now and topped the level up every half an hour, I should be okay for the day.

Fortunately, the run south to Algeciras is mainly dual carriageway, so my plan worked. The drive also gave me time to plan my next move.

While in Europe, I had RAC cover, but in Morocco, I would be relying on finding someone to fix it. It was a 50/50 decision »

‘I knew Toby from other shared trips, and we travelled well together’

SAHARA DESERT CHALLENGE
GARAGE IRIKI ZAGORA
GARAGE IRIKI ZAGORA
TOYOTA
LAND ROVER
BPG 44H
Made it. Safe arrival at Garage Iriki Zagora, where the legendary Aziz would be able to cure the hydraulic leak

Juan at Redline Cars in Estepona made a temporary repair that reduced the leak, but due to Spanish law, could not make up a new pipe

This was a position Toby soon became accustomed to – Land Rover yoga

Sleeping out under the stars is a wonderful experience and highly recommended, if you have the opportunity

as there are plenty of small and very capable workshops in Morocco, but the security of RAC cover would be safer.

I reached Algeciras and called the RAC. It was Friday afternoon, and to its credit, a breakdown truck arrived within the hour and took my Carawagon away.

I assumed it was to be repaired, but in reality, it was recovered to a nearby yard. I won't bore readers with the story, but suffice to say nothing happened, and I got a taxi to collect it on Monday and drove to an independent Land Rover specialist in Estepona, where the mechanic, Juan, put a rubber sleeve and a tight clip over the pipe.

After a long day few experiences match sitting around a campfire in the desert, miles from anywhere

Not a repair, but better than it was, and I could manage an hour between top-ups. I had wasted three days, and my friend Neda, whom I was meeting in Marrakech, had already arrived.

Feeling confident, I boarded the ferry to Tangiers, shouting 'sin embrague' (no clutch) to the Spanish crew. It was dark when I arrived in Tan-Med, and I found a place to sleep, aiming for a quick bleed and an early start in the morning.

I was lucky again in that it is mainly a dual carriageway to Marrakech, though negotiating the traffic in the city was tricky. I dumped it in the car park behind the Koutoubia Mosque and met Neda.

She was most understanding and was keen to learn the mysterious art of bleeding a clutch. With two of us on the job, it was far easier, and we achieved a decent 'pedal'. I just had to top it up every hour.

I suggested we head south to Zagora, where the legendary Aziz, whom I have written about before in CLR, would be able to fix it. Two days later, we pulled into Garage Iriki Zagora, and Aziz took a »

'It was getting late, so we decided to find somewhere to camp'

THE CO-DRIVER'S VIEW

I needed a break from my life in Stockholm, and Toby told me he was going on an overland trip through Morocco in his Land Rover Carawagon and invited me to join him.

I knew Toby from other shared trips, and we travelled well together. I knew he had a special relationship with this car brand called Land Rover, but I didn't know much more about the car.

I drive occasionally, but I had never driven a right-hand drive car, let alone something as big as Toby's Carawagon. It was fun and easy.

Toby did most of the tough driving, especially on the high and steep mountain tracks, so most of my experience was as a passenger, enjoying the breathtaking views. I was amazed at the car's capability and where it could go.

It attracted a lot of attention as well. Almost everywhere we stopped, locals and fellow travellers would ask questions about it, which Toby gladly answered. I was also curious.

Toby gave me a brief history of Land Rover, the different models and his history with this car. The many places he has travelled with it. The times it had broken down or got stuck, or the times it housed several archaeologists as a workstation.

As an academic psychologist, I wonder what it is with this brand, or maybe this specific car, that so many feel drawn to. For me, it was the places it took us, and somewhere we could make our home. But also its beautiful bronze green colour and charming shape, which I now recognise when I see it. I kept the broken clutch pipe as a memory. What a journey!

Neda behind the wheel of the Carawagon

The hugely talented Aziz Kamouni, who within ten minutes had the correct part that he happened to have on a shelf. Within an hour of arrival, the job was complete

Hauling water up from the well just south of Foum Zguid. The water was brackish and not suitable for humans, but fine for passing camels and for washing

Although the Chegaga Dunes are popular with tourist trips, they stick to one route, leaving the rest of the area free for remote wild camping

The popular Chegaga Cafe is a well-known haunt for those who travel through the region and serves a good variety of local dishes. They also have that modern-day essential: WiFi

look and declared it was 'no problem'. Ten minutes later, he returned with a pipe, and in the space of an hour, the job was done. I had driven 1,220 miles with virtually no clutch hydraulics.

Fortunately, Zagora is on the TMT route, so it was simply a case of joining it there and heading southwest, aiming for the most southerly point at Cap Draa on the Atlantic Coast. It was an easy tarmac run south to M'hamid and then that strange moment when the tarmac stops and the sand begins.

We planned to run along the base of the Chegaga Dunes and find somewhere to camp, but somehow we wandered too far north and ended up in some low dunes. As the sun was setting, we called it a day and just camped where we stopped. I enjoyed the relief of a fully functioning Carawagon and the fact that we were finally on the trail.

The following morning, we found the coordinates for Foum Zguid and put those into my ancient Garmin GPS. I remembered that there is a well just south of the town that would offer an opportunity to refill our water tanks. I also remembered from previous visits that there is a sandy track that we should have been on.

> 'We planned to run along the base of the Chegaga Dunes and find somewhere to camp'

However, due to being on a less-used track to the north, we were roughly a mile off it, but running parallel.

The going was easy with low dunes to cross, all done in second gear, high ratio. When we were 20 miles from Foum, I altered the waypoint to one I had for the well, and we changed course slightly.

With no old tyre tracks to follow, we were making our own route, but the terrain was easy to cover until we reached the edge of an escarpment. Although we could see the distant palm trees of the oasis, we could not drive down this rock face and would have to find a different route.

It was getting late, so we decided to find somewhere to camp. The wind was increasing, so we drove into the shade of a low dune and set up there, sheltered from the worst of the wind.

In the morning, we found an alternative route and reached the well by mid-morning, hauling the water out with a bucket on the end of a rope, which is all part of the fun.

Although the water tasted salty, we filled up and headed into Foum Zguid for lunch. The Chegaga Cafe in the middle of town is a popular meeting point for all who make the run from M'hamid, and a chance to swap stories over a mint tea. With no specific plans, we checked into Riad Assia in the old part of town and enjoyed showers and a comfortable night in real beds.

We would need our rest, as the following day we were to leave the tourist route and head west into the mountains to destinations I had not previously visited.

To be continued next month. CLR

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DEFENDER OF THE *Pizza*

Dan Gledhill's passion for Land Rover Defenders, a legacy of his farming roots, took an unexpected and delicious turn

WORDS LUCY RABONE **PICTURES** AS CREDITED

Ex-farmer Dan Gledhill says his 2004 2.5lt turbo diesel County Defender 110 makes the perfect mobile wood-fired pizza oven.

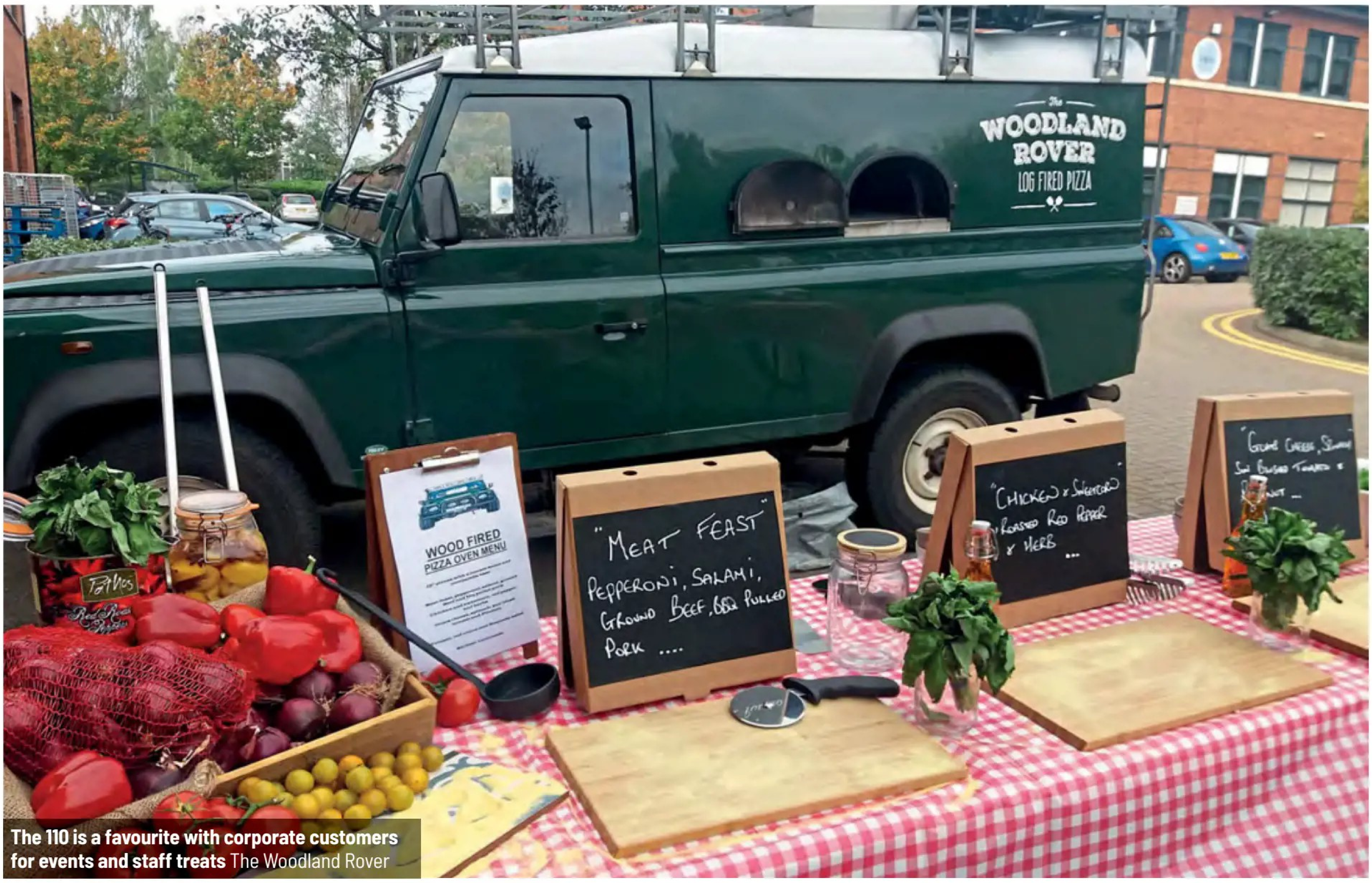
He started the business in Manchester in 2014, after buying his first Land Rover, now named the Woodland Rover.

"I grew up working on a family farm in Lancashire, and I can trace my roots in agriculture back to the 17th century. I spent my early working life there until I went to university. Working the land is a passion and a way of life that never fully left me," he explained.

Dan has always had an interest in Land Rovers. He said: "A very old school friend of mine, who I've known since nursery, learnt to drive in a Land Rover. I remember going out in it with him, and it was great fun.

"Land Rovers were always around on the local farms, so I was constantly seeing them out and about, and grew fond of them. I just knew that I would be getting one at some stage, but I didn't know I would be cooking pizzas out of the back of one.

Dan with his Woodland Rover 110 and support 90 The Woodland Rover



The 110 is a favourite with corporate customers for events and staff treats The Woodland Rover

"I also have a 2006 Defender 90, which acts as a support vehicle for the catering business.

"The idea stemmed from having a couple of beers with a friend who had just got back from a folk music festival. We chatted about the food options that were available there, and I thought, what better than converting an iconic Defender into a mobile wood-fired pizza oven?"

Soon after, Dan bought the Woodland Rover from the Essex area. He believes it was previously used in South London as a painter and decorator's vehicle, though this didn't show at all, as it was in great condition.

"I've always had an interest in making my own dough and pizzas. The idea of incorporating my fondness for Land Rovers with making pizzas was ahead of the curve back in 2014," he said. "I had a team of engineers plan and fit the pizza oven, which took a few weeks.

"It's built on a steel frame structure in the back, with a metre-long chimney which goes out through a hole in the roof. When I've finished at an event, I simply lift the chimney out, and there's a cap which screws back on top.

"This is the ideal vehicle to cope with the weight of the commercial wood-fired oven (which must weigh around half a ton) and the type of jobs I travel to - because it's a Land Rover, nothing will stop it reaching the location.

"The Woodland Rover will go where others fear to drive. It's small enough to set up in tightly-packed street food markets but also capable of accessing harsh off-road environments."

»

'I had a team of engineers plan and fit the pizza oven, which took a few weeks'

The interior of the Woodland Rover 110 is still neat and tidy The Woodland Rover

The reliable TD5 engine The Woodland Rover

WOODLAND ROVER
LOG FIRED PIZZA
www.woodlandrover.co.uk

Wedding fun Nick Roper

The look of the Woodland Rover fits in perfectly in a variety of settings. It goes to a lot of weddings, most of which are on country estates, alongside manor houses and classic barn-style venues, and even to tepees and marquees in a field.

Now based in Sandbach, Cheshire, Dan uses timber as the sole fuel source for the Woodland Rover's oven. Whenever possible, this is recycled hardwood from fallen British trees, sourced locally in Cheshire, which means that transportation miles are reduced. The business is as environmentally friendly as it can be.

Although there is a lot of competition out there, the Woodland Rover stands out as one of the longest-established mobile wood-fired pizza ovens, with the largest mobile commercial oven on the market.

"I'm so busy, I tend to mostly work within an hour's radius of Sandbach," said Dan. "It's a good location, being close to the motorway. I'm the recommended supplier at a number of wedding venues, so they take priority.

"But I also operate further afield, across the north west of England, including Manchester, Lancashire, Staffordshire and Cumbria - I get up to the Lake District a few times a year.

"There are lots of smaller mobile pizza ovens out there, but I can fit six 12in pizzas in the oven, and they cook in just 90 seconds as the oven reaches 500 °C Celsius. This is ideal for the busier events, because people don't want to be queuing and waiting around for their food."

Dan uses the Woodland Rover all year round, and can cater for around 100 weddings every year.

He said: "The main wedding season is April to December, but since the Covid-19 pandemic, I've found that it has stretched through the whole 12 months of the year. It's also not only just weekends - I get lots of bookings on Thursdays as well now."

The Woodland Rover gets looked after to the highest possible standard. "It's done 100,000 miles, and I make sure it gets everything it needs," explained Dan. "I use an independent Land Rover specialist for servicing and general repairs, who I massively trust - Dave from Lee's Autos in Stockport.

"He's looked after the Woodland Rover from day one. I would love to be more involved in the maintenance of my Defender, but I'm afraid the only job I have time to do is treat and protect the chassis and rear crossmember, which is essential."

Dan likes keeping the Woodland Rover classic. He said: "It's got the original steel wheels with BF Goodrich all-terrain tyres.

"The wheels could do with a repaint soon, but I don't want to replace them with alloys because the County has that country vibe and I want to retain its originality. Other than the built-in oven, I haven't changed anything since I bought it over a decade ago."

Customers are always commenting on the good condition of Dan's Defender 110. "It's all about adding that theatre to events and weddings - the cast iron oven doors, the fire roaring inside.

MORE MAGAZINES: XSAVA.XYZ

The
WOODLAND
ROVER
LOG FIRED PIZZA

It takes just 90 seconds to cook the perfect wood-fired pizza Jonny Draper

A Woodland Rover pizza The Woodland Rover

Everyone loves the Pizza Defender and want a photograph of it at events The Woodland Rover

"People love to take photographs and watch as it's warming up. I get bookings for that reason, but also the pizza quality is renowned, the five-star food hygiene rating, and there's just so much love for the Land Rover brand out there," he said.

"One of the reasons the Woodland Rover is such a success is all of the young people who've worked for me. Every pizza is hand-stretched, so when I'm catering for a wedding with 250 guests, I need at least one or two assistants. They've all been brilliant and really reliable. Some have even worked for me from the very first year and still enjoy going out to weddings and events today."

'Customers are always commenting on the good condition of Dan's Defender 110'

When asked if he'd like another Land Rover to add to the business, he said he's very happy with the Woodland Rover just the way it is, and wouldn't change a thing. CLR

CLASSIC
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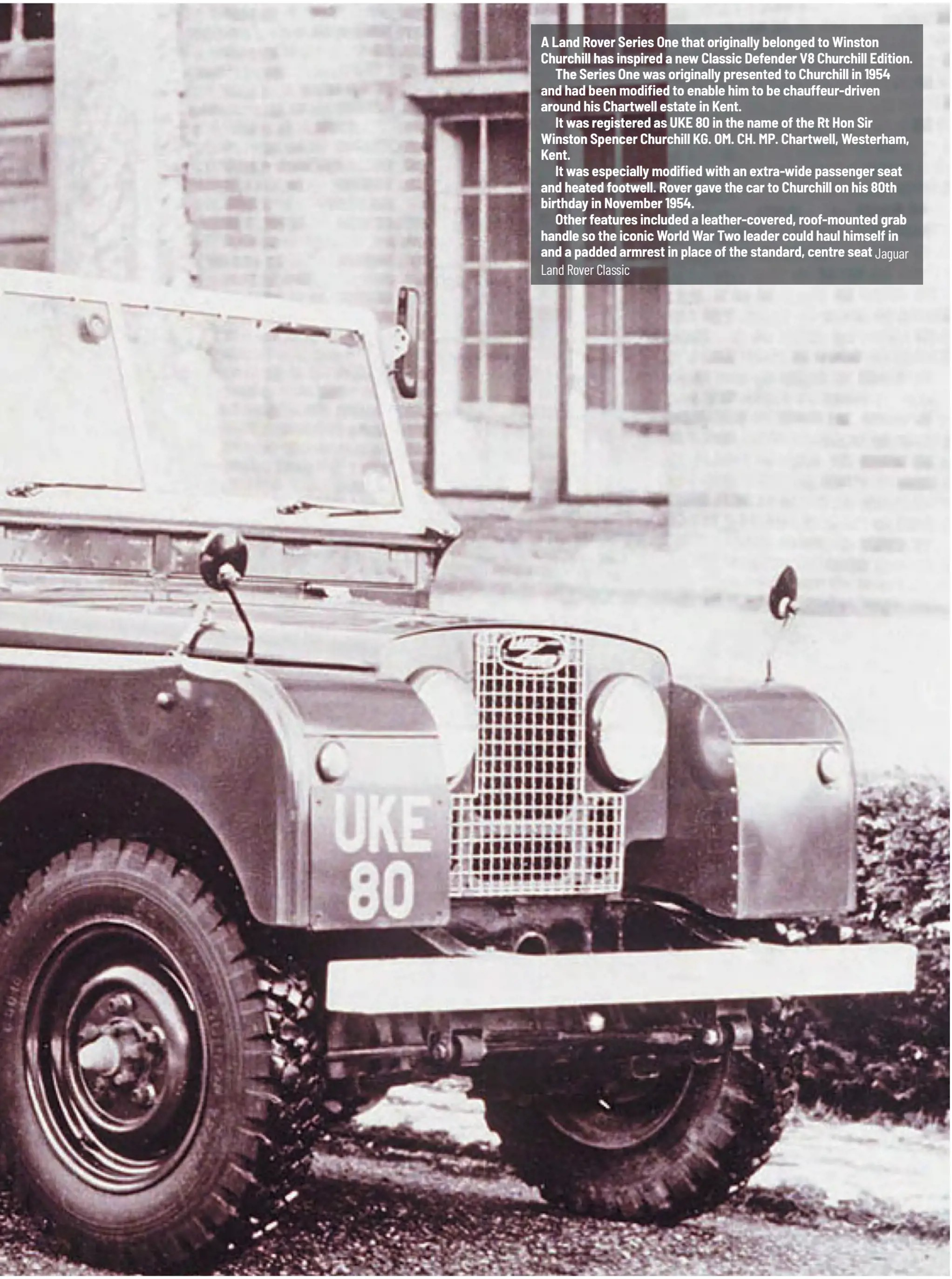
Magazine



A Land Rover Series One that originally belonged to Winston Churchill has inspired a new Classic Defender V8 Churchill Edition.

The Series One was originally presented to Churchill in 1954 and had been modified to enable him to be chauffeur-driven around his Chartwell estate in Kent.

It was registered as UKE 80 in the name of the Rt Hon Sir Winston Spencer Churchill KG. OM. CH. MP. Chartwell, Westerham, Kent.

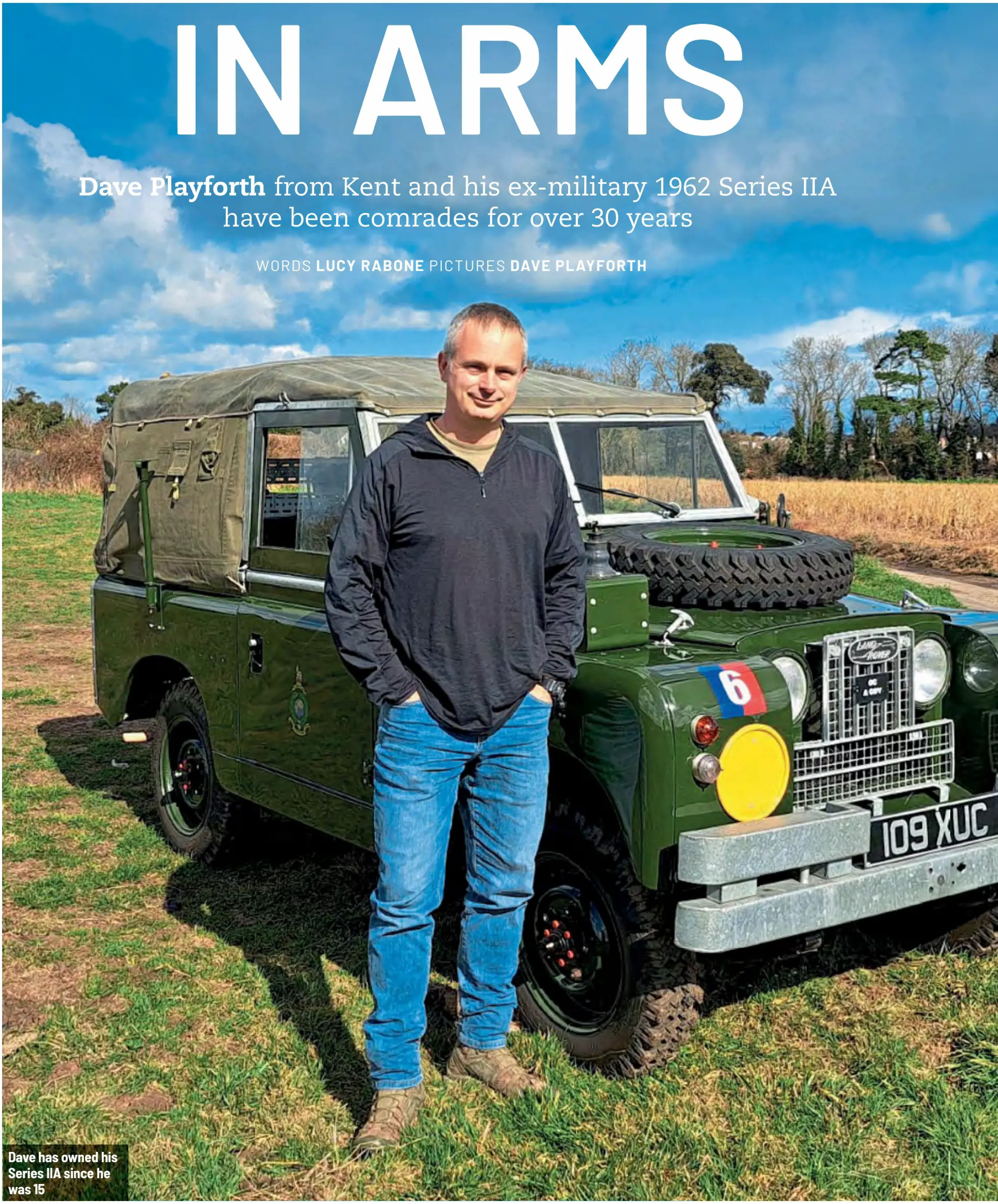
It was especially modified with an extra-wide passenger seat and heated footwell. Rover gave the car to Churchill on his 80th birthday in November 1954.

Other features included a leather-covered, roof-mounted grab handle so the iconic World War Two leader could haul himself in and a padded armrest in place of the standard, centre seat Jaguar Land Rover Classic

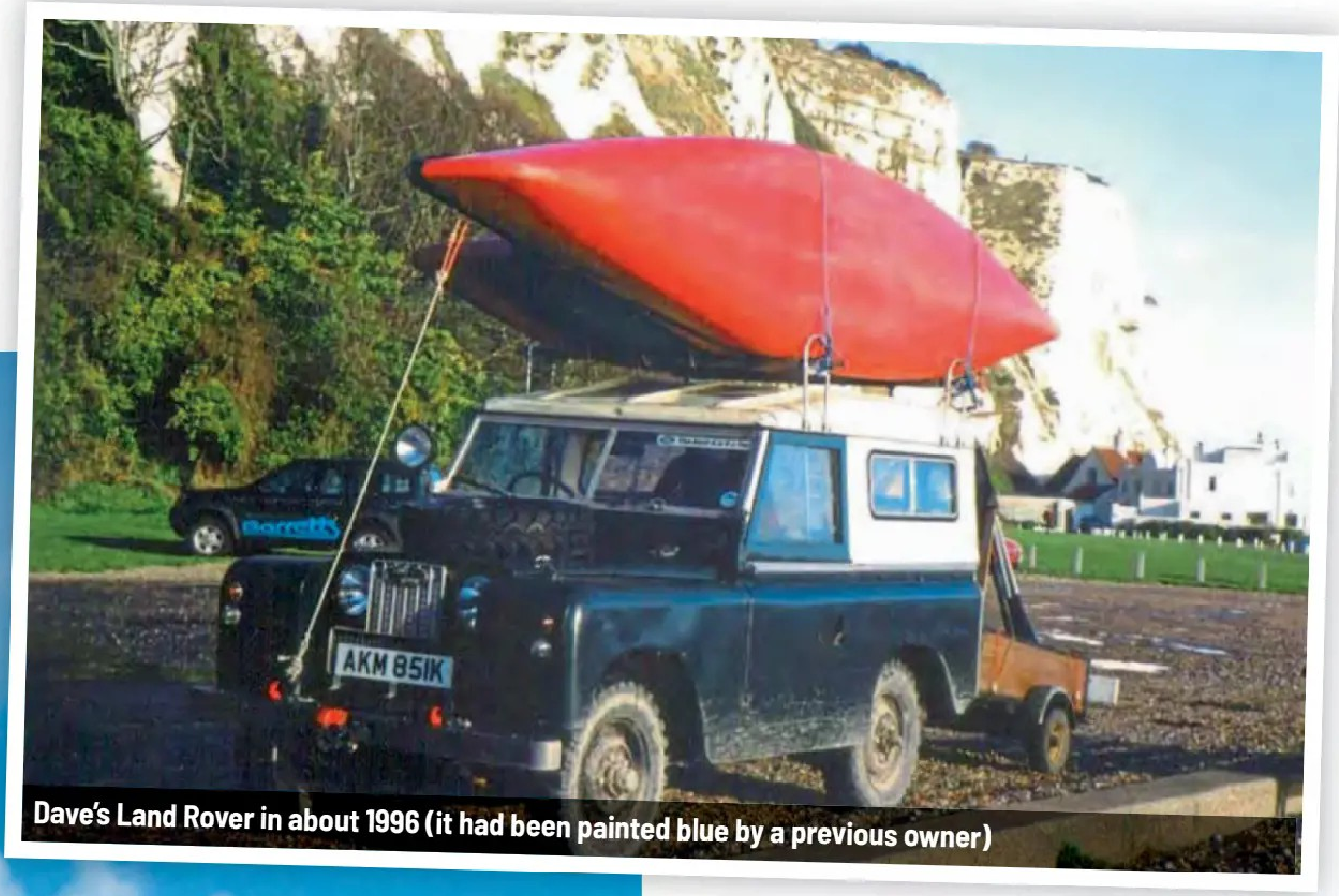
COMRADES IN ARMS

Dave Playforth from Kent and his ex-military 1962 Series IIA have been comrades for over 30 years

WORDS **LUCY RABONE** PICTURES **DAVE PLAYFORTH**



Dave has owned his Series IIA since he was 15



Dave's Land Rover in about 1996 (it had been painted blue by a previous owner)

'The Series IIA is now badged up as 40 Commando Royal Marines, Dave's first unit'

It was shortly after Christmas 1994 that 15-year-old Dave Playforth came home with his first Land Rover.

His dad, Keith, had spotted it at the local garage and paved the way for Dave to buy it. "My dad went to The Green Garage in Walmer to get some paraffin and noticed a blue Land Rover under a sheet in the corner.

"He chatted to the owner and explained that I was after one - amazingly, he said he was willing to sell it.

"I ended up paying £1,200 for it, but it came with a spare engine and other parts which I didn't need, so I sold them for £400 very soon after," he explained.

But it was many years before this that Dave's longing to own a Land Rover began.

As a boy, he stayed with Jerry Bright and his family near Bristol. Dave said: "My very first memory of Land Rovers was that Jerry had lots of them of various types and conditions all over his land.

"I got on very well with his daughters, and we used to have a whale of a time together climbing into and under all of the old vehicles through missing floor panels.

"We also used to sit in the back and go along for the ride, which is what my two sons love to do in my Series IIA now.

"I started to point out every old Land Rover I saw and was desperate to have one as my first car."

His wish certainly came true - the Series IIA was his. It had only done 48,000 miles and was in good condition, considering it was 32 years old. David recalled the Land Rover was reasonably "solid", but there were of course some signs of wear, including a rotten rear crossmember, a handbrake that didn't operate well and a few other small issues that would become a series of projects for the teenage Dave.

"It was moved into our garage, and I began to take it apart piece by piece. The first job I tackled was the handbrake, which, 31 years later, is still working, so I must have done something right!

"I dismantled all of the body panels and fitted the second fuel tank, which came with it, but had been removed by a previous owner. A good friend came around to help, and we fitted a new rear crossmember together - it was soon ready for its first MOT in years," he said.

The Series IIA was a blue ex-military Land Rover with a white hard top, which was bent out of shape after Dave rolled it during an overenthusiastic snow-driving incident.

The only obvious signs of it having served in the military were the "strange reinforced grille" and 24-volt electrics. Dave explained that "the grille is to give space and to protect the selenium rectifier (metal plates acting like diodes to turn the AC from the »

Driving through a ford near Canterbury

Dave (on the right) in July 2002 after completing his HW2s Anti Tank course with 40 Commando

A 15-year-old Dave looking very happy with his Series IIA

alternator to DC)."

The headlights, roof, seats and body colour had been changed by the previous owner, but Dave soon made plans to return the Series IIA to how it should look, something that would evolve over the next decade.

Dave is also ex-military, and he spent the early 2000s in the Royal Marines. He said: "I joined in 2000 and stayed for five years, where I specialised in heavy weapons and anti-tank guided missiles.

"When Afghanistan was first active, I served in Iraq and conducted ship boardings, where I worked with US special forces, the Navy SEALs.

"In the Arctic, I was a snow and ice driving instructor, and I also went out to the United States, Cyprus, Norway, the Middle East and eventually left as a corporal."

While he was serving, the Land Rover was kept in their garage and had little use. Though Dave soon made up for it in the years after leaving the Royal Marines, with ample time to put his military expertise to use.

He set to work sourcing all manner of military accessories, including pioneer tools, a deactivated rifle and SMG, cam nets, tents, webbing and of course, the radio equipment.

Dave spent time looking into the military side of the Series IIA's history and found out that it is rather unusual in having the 24-volt, 40-amp electrics.

"These were the first fitted for radio (FFR) Land Rovers supplied to the military, ready to be fitted with whichever radios the units desired. A few years later, they would all be made with 90-amp electrics.

"The British military calls the Series IIA a Truck utility, 1/4 ton, GS, FFR, 4x4,

'I dismantled all of the body panels and fitted the second fuel tank'

Lest we forget

Dave behind the wheel

On display at a show, looking just as it should have in the 1960s

Rover 8, and at that time they were used everywhere and for most jobs.

"My Land Rover also has cut and braced windscreen hinges, which, years later, I found was an in-service modification so they could be air dropped."

"It also took me a few years to find its military registration number, 46 DM 59, as the plate on the inside had been removed.

"As far as I can piece together, my Land Rover served with 3 Infantry Division. I found the coinciding badge on the front wing when I was preparing it for painting.

"As the windscreen hinges were modified to be air portable, I believe it's highly likely that it served in Libya in 1963 when 3 Div established itself in the air portable role. Unfortunately, all paper records of the Land Rover's history were lost," he said.

Sadly, as is often the case, the original radios had been ripped out and taken to the tip by a previous owner, unaware of the historical value.

But this is something Dave soon set to work rectifying. He said: "I fitted a soft top, found the necessary antennae for the exterior and attended the Billing Land Rover Show with my dad in 1996.

"Whilst there, people were looking at the Series IIA and then peeking into the rear, in the hope of catching sight of the radio equipment, which it didn't have at the time.

"But this only spurred me on to source and fit a Larkspur radio kit (a C42 and A13 high power) along with a 27ft Larkspur mast."

Dave has since had his Land Rover professionally re-sprayed in the original gloss of Deep Bronze Green, to an immaculate standard. "I took off every panel, stripped it back to bare aluminium and removed the body cappings.

"The panels were then painted off

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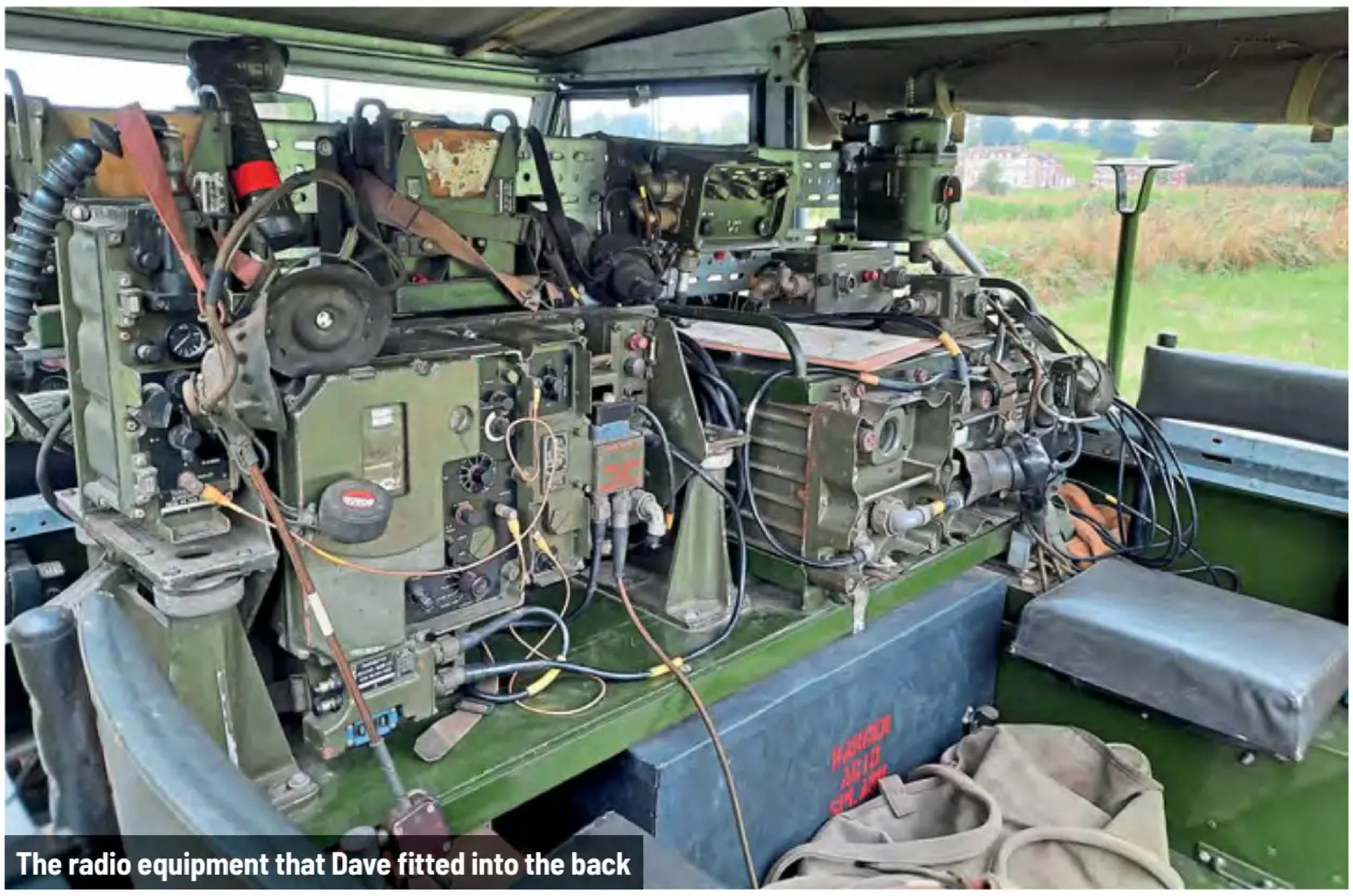
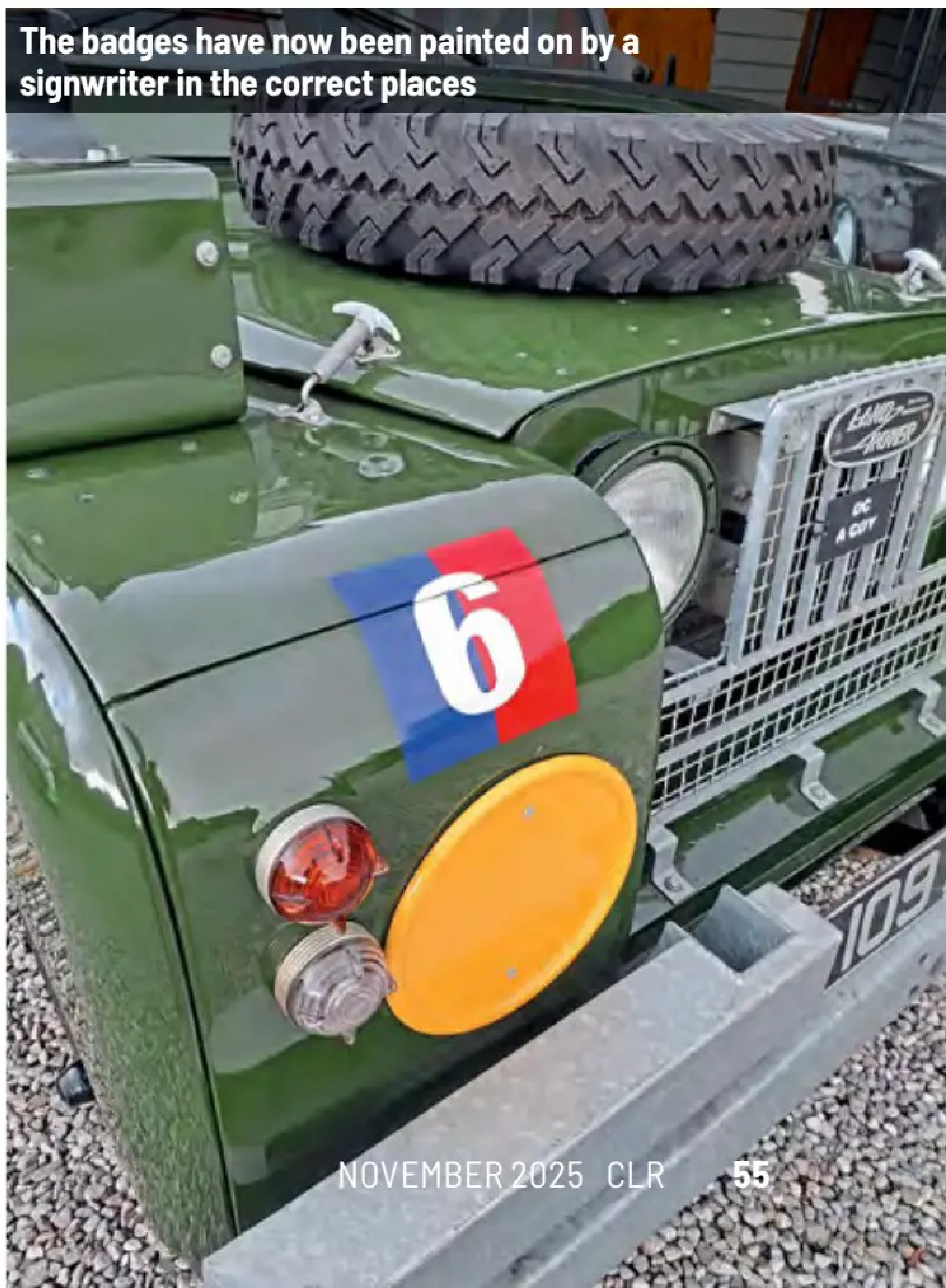

The radio equipment that Dave fitted into the back


The badges have now been painted on by a signwriter in the correct places

Dave uses his Series IIA for camping trips, which is where the Sankey trailer comes in handy

Over the years, Dave has done a lot of work to his Series IIA

ROAD CLOSED
EXCEPT FOR
LAND-ROVER

The add on to the sign says it all when it comes to Land Rovers

> 'As the windscreen hinges were modified to be air portable, I believe it's highly likely that it served in Libya'

the vehicle, the body cappings were re-galvanised and riveted back on before being re-assembled," he added.

The Series IIA is now badged up as 40 Commando Royal Marines, Dave's first unit.

He had some vinyl badges made, but has since employed a signwriter to paint them traditionally. The '6' is for his unit (blue and red for Royal Marines), the Dagger, the other side is for 3 Commando Brigade, and the yellow disc is the 'bridge plate' to show the weight classification for the vehicle if it is deployed overseas.

In around 2011, Dave bought a 1950s Sankey trailer (one with the pressed crosses in the sides). He wanted to start using his Land Rover for camping, so buying a trailer was the solution to having more room for kit. That winter was spent restoring it before it could be towed to shows.

When the Land Rover was released from the military, it was given a 1971 plate, AKM 851K. So, another step forward in the journey of Dave's Series IIA was to source an age-related plate from the DVLA: 109 XUC.

Dave said: "It has been a wedding vehicle three times, used for off-roading and camping, but now it's looked after and living a pampered life, only getting muddy at shows when the British rain turns the dust into mud."

Dave's two sons, 11-year-old Louie and 10-year-old Freddie, have inherited their dad's Land Rover enthusiasm and hope to take it on as theirs one day.

He said: "They love to sit in the back and join me on trips - sitting sideways and bouncing around with Tilly the dog next to them.

"My wife Tracy isn't as keen as the rest of us, but still enjoys the outings. I have recently bought a 2003 TD5 Defender 110 as my everyday vehicle, which is liked by the family.

"I love the utilitarian look of a Land Rover, the ease of working on it, driving it, going to shows and pubs, and meeting people that have driven Land Rovers in the past and can re-live their military careers - they're just amazing vehicles."

The next step is to have the original grey elephant hide seats restored, so keep an eye out on Dave's Instagram page: @landiedave CLR

In the summer, Dave likes to use his Series IIA with no roof on

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568/25

CREATING A *lifetme* OF MEMORIES

Nicolas Poupat credits his 1986 One Ten for building a bond between him and good friend Matthieu Tassus that will hopefully be passed on to their children

WORDS AND PICTURES **NICOLAS POUPAT**

Each year, as May rolls around, a tradition takes hold. When the good weather arrives in France and the greater northern hemisphere, and a cold beer and cured ham become irresistible, my friend Matthieu Tassus and I take to my trusty 1986 Land Rover One Ten for a road trip.

To be honest, our 2025 journey was only the third of what we hope will be a series of 60. I may be overly optimistic, but we'll see. Every trip brings a new route, and so far, it has been a fantastic adventure.

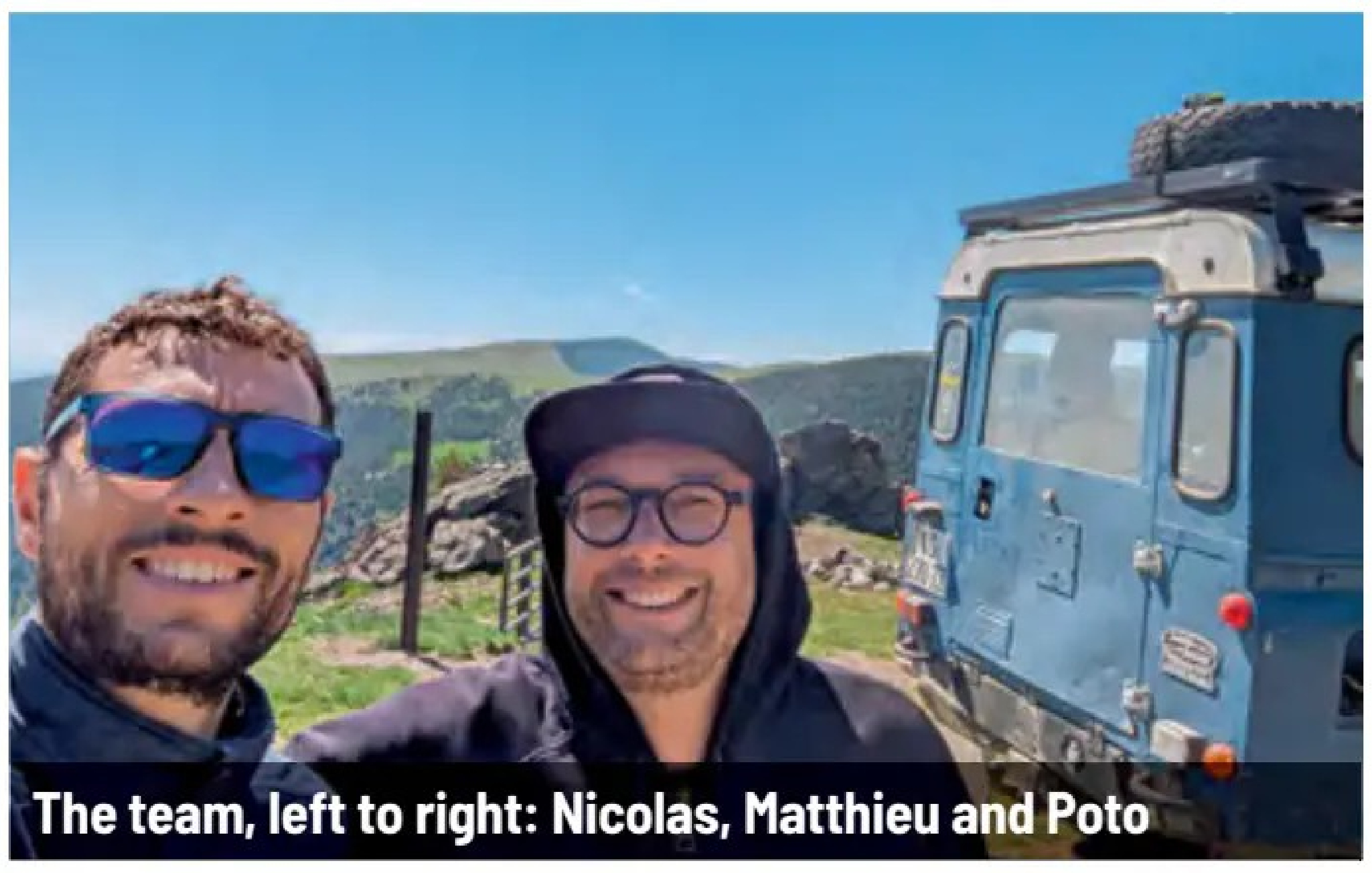
Our first road trip took place in June 2023. I had only owned the Land Rover for three months when Matthieu came to visit me in my small village south of Toulouse, France.

Of course, I had to take him on a quick off-road tour of the area. We decided on an off-road trip through the Pyrenees for the following May after agreeing that a month in Morocco might be a bit too soon.

When I visited Matthieu in Nantes that September to plan our upcoming trip, I reassured him about the Land Rover's reliability. I told him I'd just be doing some standard checks and oil changes, and maybe installing the winch that had been gathering dust in my garage.

But in early April 2023, I gave him a video call to explain that I'd be swapping out the One Ten's existing engine, a 2.5 NA diesel, with one from a Discovery – a 200Tdi. I think he was a little concerned and asked if I was sure about this. "We're supposed to leave in less than three months," he said rather hesitantly. "Don't worry, man, it'll be fine," I reassured him.

The One Ten blends in well with the surroundings, with its colours echoing the scenery



The team, left to right: Nicolas, Matthieu and Poto

A well-deserved beer at a campsite

Matthieu enjoys driving on a beautiful forest trail

And it was. Just under three months later, after two solid test drives, we were packed and on the road to Foix, then to Leucate via the mountains. The only issue was a single hubcap that popped off.

The cap keeps dirt, water, and other debris from getting into the hub and damaging the wheel bearings and other internal components. It's a simple but vital part for maintaining the vehicle's axles, especially during off-road driving. Luckily, this was the only spare part I had brought along, so we were able to replace it.

One evening, at a stunning wild camping spot where we couldn't even manage to start a fire – real adventurers, we are – Matthieu and I were sampling some of his family's Calvados, a type of brandy from the Normandy region of France made from distilled cider.

His partner Lulu's father is a true expert at making it. That's when I asked him if he would be my best man at my upcoming wedding, and he agreed.

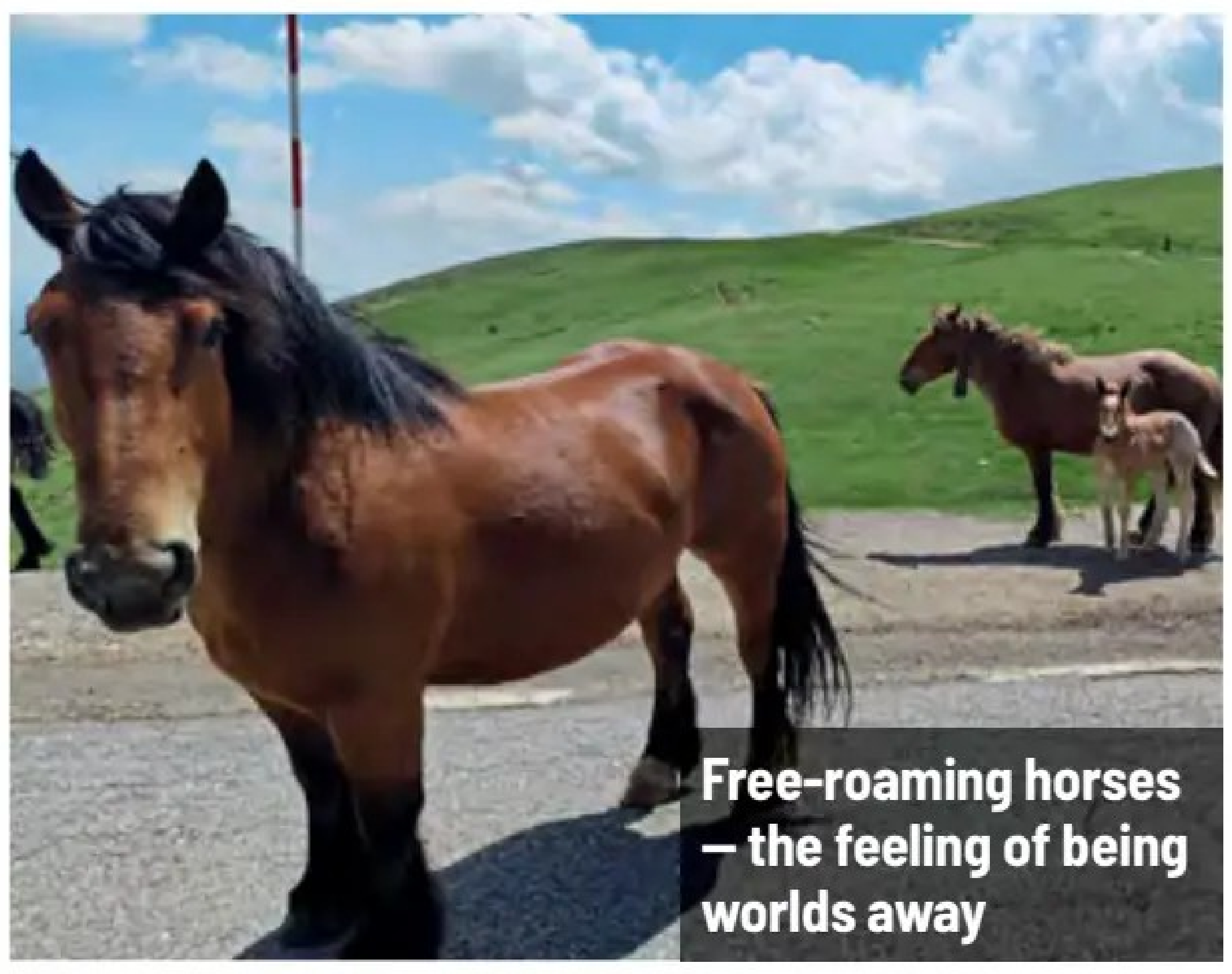
Our 2024 trip, the following year, was short but intense.

I was getting married two months later, and my fiancée Marion and I had decided to tear up our living room and kitchen for renovations. Our friend Romain, who had helped me carry out the engine swap from the Discovery into the One Ten, joined us for a three-day camping trip in the mountains after Foix.

It was my bachelor party and we celebrated properly, but with very little Calvados this time, as some cows had apparently »

> 'Like my friendship with Matthieu, the Land Rover has been solid and reliable'

The best restaurant table in the world? Of course



Free-roaming horses – the feeling of being worlds away

eaten all the apples.

Earlier this year, our journey was an extraordinary trip through Catalonia. Matthieu arrived at our house with the wonderful news that Lulu was pregnant. What a start to our adventure.

After a good night's sleep, we hit the road and spent the first day reaching Collioure via small roads through Quillan and then taking the trails all the way to a campsite in Capmany, Spain. After a quick stop in Perpignan to buy a replacement for the 12V cigarette lighter plug I had once again forgotten, we enjoyed a relaxing evening at the campsite. The next day, we headed toward Camprodon, taking on some beautiful, rocky mountain trails at a slow and steady pace.

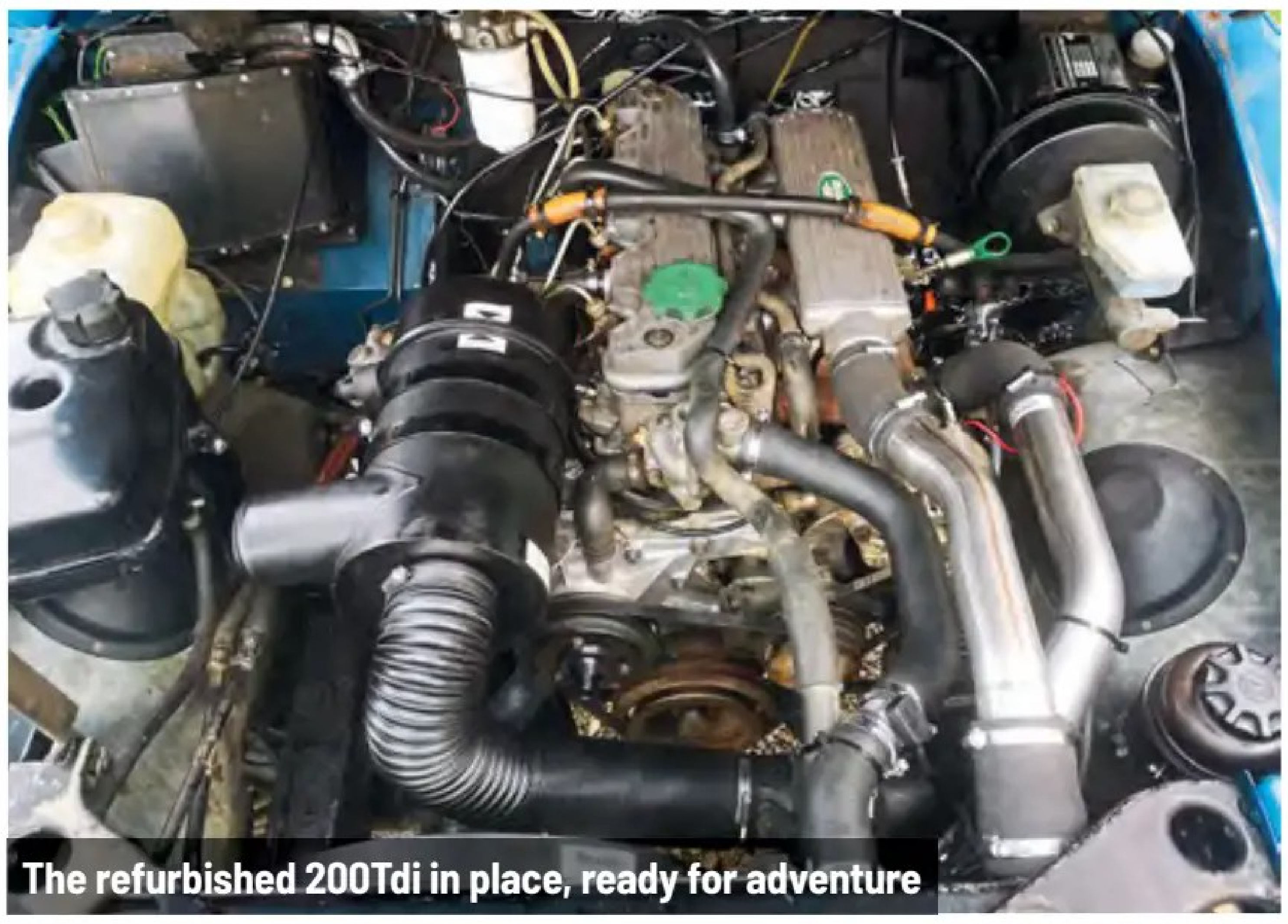
We stopped for tapas in the stunning village of Sant Llorenç de la Muga, where the locals were incredibly welcoming. That evening, we set up a wild camp until a herd of cows politely asked us to relocate from their spot. Dinner was later cooked on a little wood stove my dad had given to my wife for Christmas.

Day three took us toward Bagà, where we drove through a surreal landscape of winding mountain roads, lush green tracks, red earth, and wild horses. It honestly doesn't get better than this.

We did a bit of shopping in the village, then set up at a nearby campsite to cook up a delicious sausage stew with chorizo before getting a solid night's sleep.

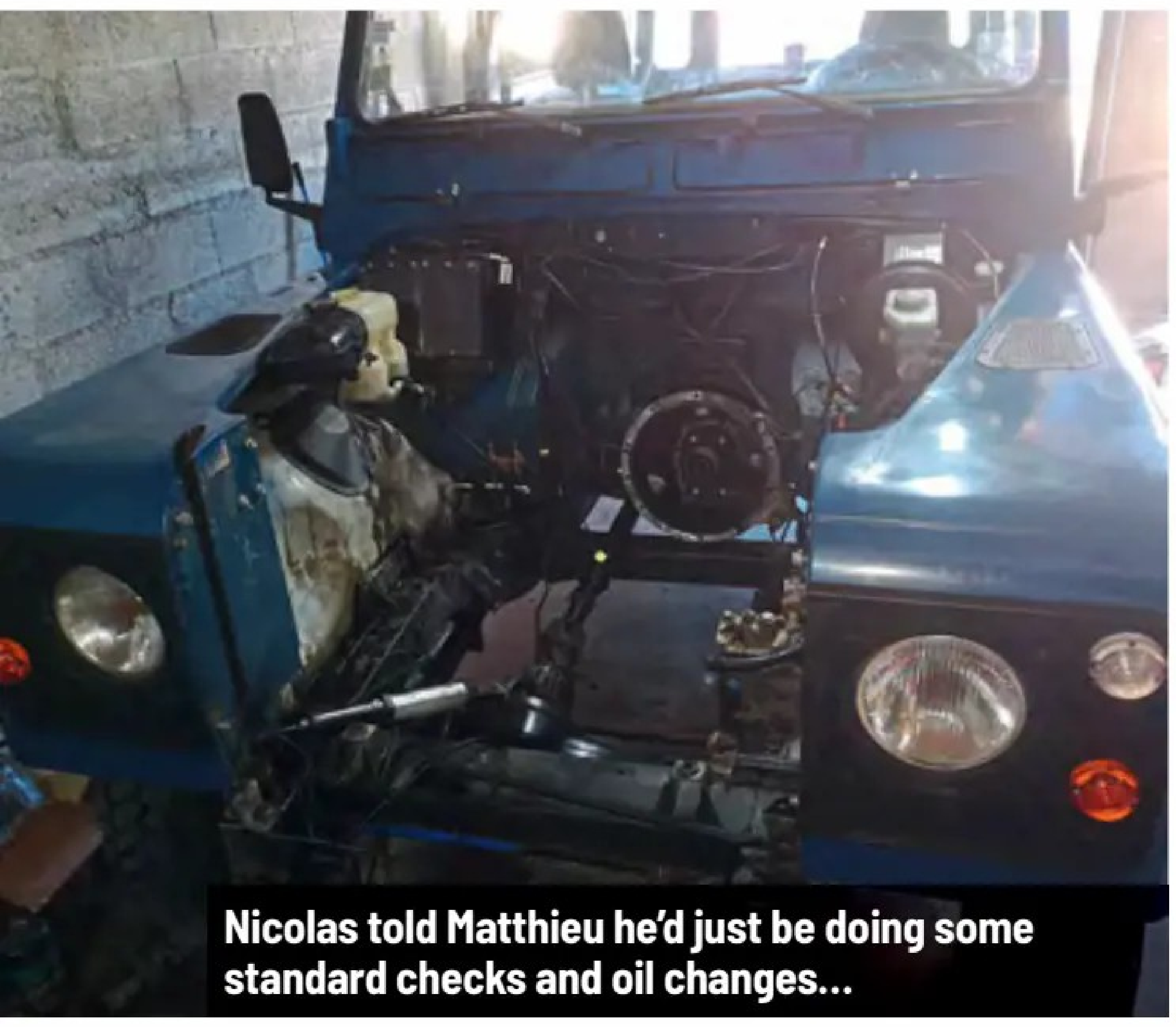
On day four, we headed toward Organyà. Once again, the remote mountain trails offered breathtaking landscapes. At one point, I even climbed onto the roof rack to soak in the view from a different perspective.

We lost another dust cap, but without a spare this time, we improvised a fix using a bit of plastic, a freezer bag, and some wire. That night, we camped wild at an altitude of 1,750m in a beautiful clearing with a 360° panoramic view. We spent the evening stargazing and discussing the world, including the ecological footprint of our week-long holiday in a recycled Land Rover.



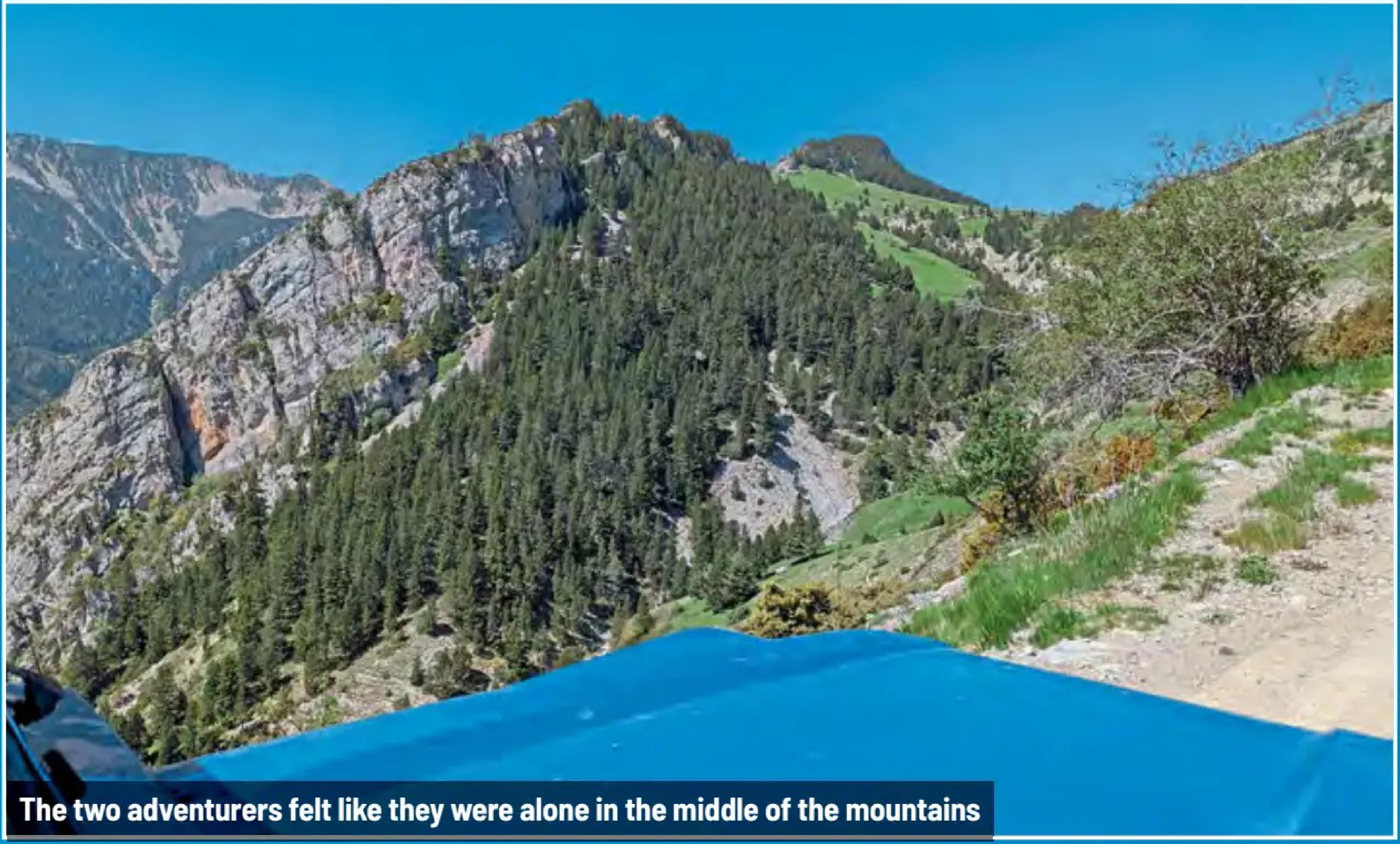
The refurbished 200Tdi in place, ready for adventure

On top of Collioure, what a way to start a trip



Nicolas told Matthieu he'd just be doing some standard checks and oil changes...

With its blend of soft curves and bumps, the red earth terrain between Camprodon and Bagà in Spain throws up some interesting shapes


The two adventurers felt like they were alone in the middle of the mountains

The next day, we reached Aren, our final destination. It's a charming little mountain village with great restaurants, a fantastic campground, and incredibly welcoming people. On day six, we headed back home via the back roads, completing another unforgettable trip.

In a nutshell, this year's adventure included news of a baby on the way, breathtaking trails and landscapes, and the world was reinvented several times over a few beers.

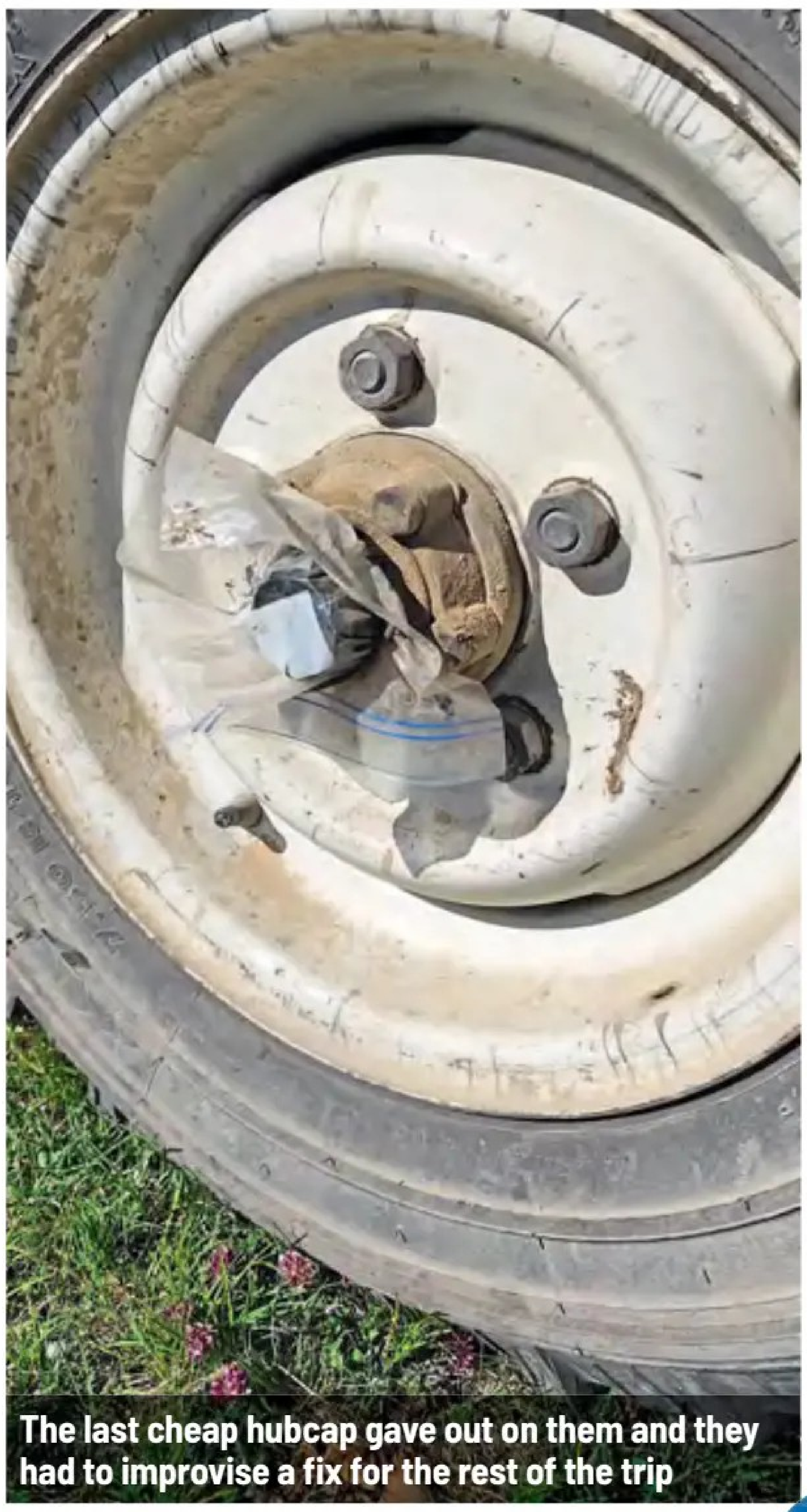
We're great friends, and thanks to my Land Rover, we get to share some incredible experiences. I know of no other vehicle like it. We're already planning next year's adventure.

Like my friendship with Matthieu, the Land Rover has been solid and reliable. I still have a winch gathering dust in the garage that I need to fit, and another lost hubcap which needs replacing. The clutch judders slightly when starting, and I currently have two slow punctures. Otherwise, there is nothing to report.

The vehicle was used by the previous owner's father for hunting and fishing weekends in the same village where I now live. We still haven't given it a proper name, but since the engine swap, I feel like it's become more of a 'him', so I tend to call it Poto, which is French slang for 'buddy'. »

'The back is empty, so I can use it as a van for work'

Mountain trails between Bagà and Organyà offered breathtaking landscapes



The last cheap hubcap gave out on them and they had to improvise a fix for the rest of the trip

Nicolas climbed onto the roof rack to soak in the view

Poto is a 1986 Land Rover One Ten Utility with a blue body and a white roof. It's mostly in its original configuration and in pretty solid condition.

The back is empty, so I can use it as a van for work, load up a mountain bike on the weekends, or lay three boards across the side benches to support a double mattress for camping.

Modifications and fitments include a roof rack, a tow hitch, and a +50mm suspension lift, which came with the truck. I also installed a Discovery 200Tdi engine and power steering, and during the engine swap, I treated the bulkhead and transmission tunnel with soundproofing.

Upcoming projects include replacing the rusted rear floor, installing some storage boxes, and rebuilding the axles. One day, I might even install the winch, but honestly, that one doesn't feel urgent.

For now, Poto has opened a whole new world of adventure travel to Matthieu and me and I have no doubt that one of these years our families will be joining us and we'll share and pass these experiences on to our children.

Poto is not just a truck, it's the beginning of a new chapter for our families, a trusted friend who will help us forge a lifetime of shared stories and unforgettable journeys. CLR

'The only issue was a single dust cap that popped off'

Enjoying a drink at a wild camp until a herd of cows politely asked us to relocate from their spot

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The off-road part of the press launch of the Discovery 2 included driving alongside the Moray Firth

AS EASY AS ABC

The Series II Discovery debuted in November 1998 as a 1999 Model Year family 4x4

WORDS AND PICTURES **JOHN CARROLL**

The autumn of 1998, Land Rover's 50th anniversary year, was an auspicious time. Hot on the heels of the Freelander, the company's new compact crossover sports utility vehicle (SUV), which had gone into production in the last months of 1997, there was a range of 50th anniversary models offered.

Land Rover's press office team invited motoring journalists to Scotland to drive the Discovery Series 2, which debuted just four years after BMW acquired Rover Group from British Aerospace. It would go on sale in the UK on November 21, 1998.

As the editor of Land Rover World magazine, I was fortunate enough to be one of the invitees and, within a week or so, I boarded a charter flight from Birmingham airport to Inverness.

The driving part of the event launch would be the tracks of the nearby Cawdor estate and on the sands of Moray Firth. The area is the location for the factual story of the 1746 Battle of Culloden during the Highland Rising and the fictitious history of Shakespeare's 'Scottish play', as Macbeth is often referred to for reasons of superstition.

From memory, the launch followed the normal pattern, so journalists were paired up at Inverness airport and followed a roadbook route to the hotel, where a seminar on the new vehicle was held before dinner.

The next morning, there was more driving that included lunch somewhere, and culminated at the airport in time for a flight back to Brum.

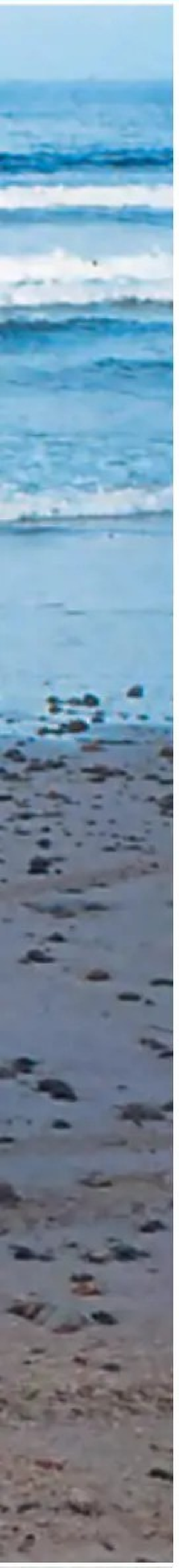
At the launch itself, possibly because the Discovery 2 didn't look very different from the first generation model, Land Rover's staff heavily promoted the fact that it had been given a complete makeover and 'featured 700 changes to the first generation model'.

It is true that, while still similar in appearance to the outgoing model, every body panel had been redesigned.

With hindsight, it is possible to say that

S235
KHP
DISCOVERY

To increase load space in the Discovery 2 the rear end was lengthened slightly



Is this 'the blasted heath' near Cawdor of Macbeth's 'Scottish play'?

the 1998-2004 Discovery 2 was very much an evolution of the Discovery rather than a new model.

This is true even though it was completely redesigned simply because it was still based around the proven 4x4 configuration of ladder-chassis, beam axles, turbo-diesel or petrol V8 engine and proven manual and automatic transmissions.

Available in five and seven-seat forms, the Discovery 2 was designed to be a roomy, comfortable and useful 4x4 ideal for accommodating a family or as the school-run bus.

Petrol Rover V8-powered versions were available, but unsurprisingly, it was the new Td5 engine that everyone wanted to talk about.

> 'The driving part of the event launch would be the tracks of the nearby Cawdor estate and on the sands of Moray Firth'

The Rover-designed Td5 was big news because the five-cylinder, 2,495cc diesel engine was designed to meet future Euro III emissions legislation. It also introduced electronics into the company's range of 4x4s, not least with the much-vaunted fly-by-wire throttle for the Td5 engine.

This is where things went a bit acronym crazy for this SUV. Central to the Td5 concept was electronic unit injector (EUI) technology coupled with high-pressure injection (HPI) automatically managed by electronic control module (ECM) and fast throttle control (FTC) for on-road driving.

The EUI required a separate plunger pump for each injector. It was made by Lucas, and 'knock' was reduced through the fitting of a pilot injector in each cylinder. This advanced the flame front at idle to ensure the Td5 was a quiet-running engine by diesel standards.

All these things were incorporated to minimise emissions. Handling and stability were improved by electronic control units (ECU), including the active corner enhancement (ACE), and self-levelling suspension (SLS) in conjunction with the self-levelling anti-lock brake system (SLABS). Inevitably, power-assisted steering (PAS) was also installed.

»

The V8i version of the Discovery 2 at its launch in Scotland

LAND ROVER
S232 KHP

For off-road use, there was electronic traction control (ETC), the newly-developed hill descent control (HDC) and a driver-selectable off-road mode that lifted the rear end of the vehicle by 40mm and dropped again at speeds over 18.6mph (30kph).

The electronic brake distribution (EBD) was an extension of the anti-lock brake system (ABS) designed to electronically control the amount of rear brake pressure as required.

The dashboard incorporated a liquid-crystal display (LCD) and in-car entertainment (ICE). There was also central door locking (CDL). I could go on, but I'm sure you get the idea.

Despite some enthusiasts' reservations about the 'unrepairable' nature of the electronics at the time, the Td5 engine would soon prove to be reliable.

Opening the bonnet of the diesel variant revealed the normal, modern view of an expanse of black plastic cover. Underneath that was an interesting direct-injection, 2,495cc, in-line, five-cylinder Td5 engine. During the mid-nineties, the Rover Group knew it had to produce engines that would meet the pending legislation. It was aware that the 300Tdi then in use in both Discovery and Defender models would not meet the Euro III requirements.

Therefore, it was decided to design a diesel engine that could be produced in various capacities and states of tune suitable for use across Rover's entire range.

This ambitious project was codenamed Project Storm and comprised a family of four, five and six-cylinder engines. The acquisition of the Rover Group by BMW led to changed priorities. This meant that only the five-cylinder unit went into production because BMW had extant diesel engines suitable for Rover's other applications.

It had a cross-flow aluminium alloy cylinder head atop a cast-iron block and used a chain-driven overhead camshaft (OHC). Its designers also aimed to increase service intervals by incorporating both conventional and centrifugal oil filters into the engine's ancillaries.

The petrol, V8i-powered versions of the Discovery 2 were fitted with the 1995-

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One of the numerous press photos of the Discovery 2 handed out to journalists at the launch event

'Underneath that was an interesting direct-injection, 2,495cc, in-line, five-cylinder Td5 engine'

Td5-powered versions of the Discovery 2 had a discreet badge on the rear door

P798
KAC
COUNTY

Land Rover's staff at the launch were using this Defender 90 County Station Wagon on Avon Tredlite tyres

The petrol, V8i-powered versions of the Discovery 2 were fitted with the 1995-on, 'Thor' 4.0-litre

Various types of alloy wheels were offered for the Discovery 2 by Land Rover

> 'All this meant that, in the wake of the launch, an expansive selection of Discovery 2 models was offered'

on, 'Thor' 4lt. This was an evolved version of the venerable Rover V8 updated for the new application. Despite the 4lt designation, it did not differ in capacity from the previous 3.9lt engine.

Although the basic design of the engine was similar, it was re-engineered and featured a new intake and exhaust system, extra block ribbing, revised pistons, and larger cross-bolted main bearings.

The V8 was in a minority of UK-supplied vehicles, but in some export markets, demand for V8-powered SUVs was greater.

This meant that, in the wake of the launch, an extensive selection of Discovery 2 models was offered. A customer had to choose between two fuel types, manual or automatic transmissions, five or seven seats and even the type of rear suspension (base models could be ordered with coil spring rear suspension), as well as a variety of specification levels and colours.

There were more technical specifications described by Land Rover's engineers to the room full of journalists and motoring correspondents. Those of us from 4x4 magazines, of course, wanted to know whether the new model raised the bar for Land Rover's much vaunted off-road ability.

The Discovery 2 measured 185in (4,705mm) from end to end, meaning that it was slightly longer than its predecessor, even though the wheelbase remained at 100in (2,540mm).

During the redesign, the rear body had been extended to increase load space but at the expense of a longer rear overhang, which compromised off-road ability by reducing the departure angle, although the raisable rear end negated this.

We rivet counters might talk about such details, but many owners won't have ever noticed, as their vehicles are not used in extreme off-road situations.

For the former, I can confirm that Land Rover quoted the following figures: Approach angle 31°; Departure angle 21°; Ramp break-over angle 156°.

It was on the estate tracks and sandy beach where we were able to experiment with the clever electronics and experience the performance offered by the Td5 and V8i engines.

The former was designed to produce more usable torque at lower revs than its 300Tdi predecessor and do it more smoothly. Neither variant disappointed, and here and there along the marked off-road routes, I stopped to grab a few photos in addition to those contained in the press packs.

On such drives, Land Rover has marshals keeping an eye on things and dealing with any problems. On this occasion, some of the staff were using a 300Tdi 90 County Station Wagon running on wide Avon Tredlite low ground pressure tyres, on the wet beach sand for this purpose.

It looked so cool with the big wheels and tyres protruding from its wheel arches that I had to photograph that too.

At this stage, I was only months into the full-time job on Land Rover World, and after driving new 4x4s on the beach, chatting to Land Rover's off-road guys and being flown back to Birmingham, I was hardly able to believe that I was getting paid to mess around with 4x4s. I still feel that way 27 years later! CLR

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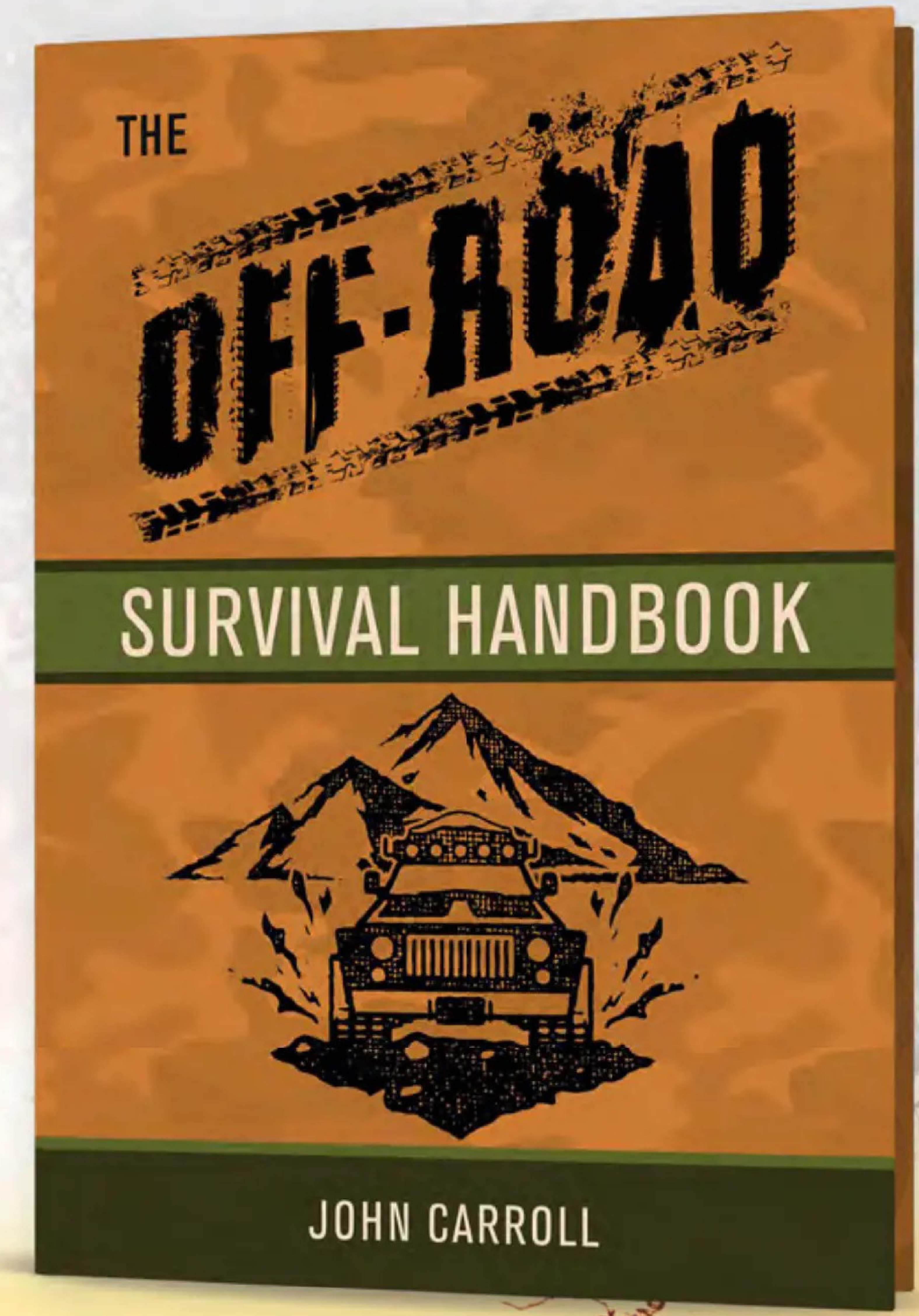

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200/25

Girl OUTDOORS

Lucy Rabone chats to Becky Surridge about her life as a Land Rover content creator

Becky on Mount Toubkal in the Atlas Mountains

Name: Becky Surridge
Age: 23
Instagram: @girloutdoors.becky 32.6K
YouTube: Girl Outdoors 185K
Vehicle: 2003 TD5 Discovery 2 called Percy
Years owned: Almost three years
Favourite driving song: Baba O'Riley - The Who (you feel like you're on a real adventure!)

Becky loves how Land Rovers motivate her to get outdoors, rather than being shut away in a camper

Building Percy into a modern overlanding vehicle equipped to travel the globe

WORDS **LUCY RABONE AND BECKY SURRIDGE** PICTURES **BECKY SURRIDGE**

Q. Tell us a bit about yourself and where you're from?

A. My name's Becky, I'm 23 years old, and I'm from South London. As a full-time content creator, I feel extremely lucky - it's amazing, though it's taken a lot of time and sacrifice to get to this point. I love sharing my journey with others and encouraging them to get outdoors. I've travelled all around the world from Kyrgyzstan, Iceland, Canada and Morocco.

When it comes to hobbies, it can get messy as I love trying different things. I've delved into a lot of outdoor-based activities such as bushcraft, canoeing, pack-rafting, bike-packing, multi-day hikes, and outdoor cooking. It can be tricky balancing them all, but I always love the multiple options to switch between and rekindle skills that have got a bit rusty.

Q. How did you get into Land Rovers - who inspired you?

A. My dad owned a Defender for years, and that was a big inspiration to me. I decided I wanted my own Land Rover, and went to look at various ones at Europe's biggest Land Rover compound and was instantly hooked on the culture and community that comes with them. The vehicles are so iconic, yet simple, because you can get by with just a few tools. I left that day with Percy and was suddenly being waved at by other Land Rover owners as if to say: "Welcome to the party of breakdowns and unexpected things failing".

Q. What was your first Land Rover?

A. Percy is my first Land Rover, and the second vehicle that I've owned. I was only 20 years old when I bought it - I hope to keep it for many more years to come.

'I'm looking forward to slowing down a little bit and focusing on some more wholesome tasks'

I was really hoping to buy a Defender when I was first looking at Land Rovers; however, when it came to insuring it with only a year of driving experience under my belt, the price was ludicrous. So I ended up going down the Discovery path, which I'm really happy with. Discoverys offer comfort on long journeys, improved fuel economy, and they have great off-road abilities (even though they're often underrated).

I wanted this particular Discovery 2 because of its low mileage, coming in at 80,000 miles. It was in amazing condition »

Watching the Northern Lights from the roof tent

Becky loves exploring and sharing her content with followers

In Sweden, Becky had everything she needed in Percy for her cycling trip

Typical shenanigans en route home in Denmark

> ‘Owning Percy has been a learning curve that’s brought me new experiences and lasting memories’

from the chassis to the engine. I adored the colour, and I was just really excited to begin adding all the mod-cons and converting it into my own personal adventure wagon.

Q. Can you recall a stand-out funny story or incident from your time with Land Rovers?

A. Percy had a phase of ‘breaking down’. The inconvenient part was that I was over 2,000 miles away from the UK and travelling around far northern Sweden, living in the roof tent for two months. Lots of Land Rover mechanics looked at it long after I got back and couldn’t find the issue.

Of course, this was incredibly annoying and cut the trip short, but I’ll always remember talking to Percy as if it were a person: congratulating it if we made it up a hill without cutting out, giving moral support on long runs. It’s strange how you build such a strong relationship with a lump of metal.

Q. What modifications/work have you done or had done?

A. At first, I wanted to keep the Land Rover original, until I guess my vision evolved after speaking with off-roaders and overlanders. Now, I’ve got a 3in lift kit, BF Goodrich tyres, and the interior is all converted.

My boyfriend Jake kindly helped me with the Land Rover and taught me an abundance of skills, from mechanics to electrics and woodwork. The rig includes awnings to be able to sit outside in all weather conditions, a light bar, a roof rack for storage and soon a new roof tent.

The interior is converted with a single bed and storage underneath (just in case I can’t sleep in my roof tent due to high winds). There’s a worktop with my Jackery 1000 for charging and a Campingaz stove, and I also do my editing here.

Underneath the worktop is a load of storage too for my cooking equipment, food and my Lifesaver water filter, which has come in super handy for making river water safe to drink, and helps to keep me out in the wild longer.

I also have a shower curtain and a mini shower bag to be able to shower in more remote places, which is so wonderful - outdoor showers are the best (well, if it isn’t winter).

Modern Percy with its lift kit and light bar

Q. How reliable has your vehicle been - would you recommend it, what do you like about it?

A. Apart from five months of an ongoing issue, which cost a lot of money and time, and was as simple as a faulty sensor, Percy has been so reliable. We’ve done two long trips touring around Scotland, the Isle of Skye, the Lake District and Wales, and I took it on its first European voyage from Dover to far northern Sweden and the Lofoten Islands in Norway.

It’s a love/hate relationship with the Disco, but it’s really grown on me over the years. I would recommend it to someone who is looking for an adventure vehicle, but wants to learn (or already has) mechanical skills.

Owning Percy has been a learning curve that’s brought me new experiences and lasting memories. I’ve learnt how to use the low-ratio off-road, and been under the bonnet in the middle of nowhere, while on the phone to my mechanic friend, trying to figure out which pipe needs checking.

I know I could have bought a van, which could have been a little less stressful, but there’s something so exciting about driving a 4x4. I feel I’m heading off on an epic adventure each time I get in the driver’s seat and hear the roar of the engine. It’s the fact that you can drive it to almost anywhere and camp in remote spots, where others just can't get to.

Q. What's the one piece of equipment you couldn't do without and why?

A. A Mifa speaker to drown out a strange noise of the engine or a rattle that has suddenly appeared on a six-hour road trip (usually my cooking stove vibrating on the table). I listen to music and podcasts, but the speaker also doubles up as my lantern.

Most of the podcasts I listen to are linked with the outdoors - from primitive bushcraft skills, survival, cool trips people have completed and places they've travelled to. I also love learning about native cultures and off-grid living. I recently listened to The Salt Path audio book, which is absolutely beautiful.

Q. Where have you been in the last six months in your Land Rover?

A. In the last six months, I haven't done anything major in Percy as I've mainly been travelling abroad on a bike or hiking, but I'm excited to get a new roof tent and set sail to Europe and further.

The last few months have taken me to Kyrgyzstan on a bike-packing race across 1,200 miles. I then visited Iceland to do a crossing of its interior by bike, which covered 344 brutal, off-road miles - I got to see some awesome rigs there doing some crazy river crossings.

Then earlier this year, I did another mountain bike race in Morocco, which was 800 miles in the space of a week and then just recently returned from an 800-mile hike on the Arizona Trail (Mexico to Utah which traverses through the Grand Canyon).

So, it has been pretty crazy, but I'm looking forward to slowing down a little bit and focusing on some more wholesome tasks and getting Percy back to a good place.

Q. What advice would you give for anyone wanting to follow in your footsteps - can you describe the benefits and challenges of being a Land Rover vlogger?

A. I love travelling and sharing my experiences with others, and I receive a huge amount of support from the Land Rover community. It's great to prove that a 22-year-old vehicle can do big things if looked after. But there have been some lows.

When I first got a Land Rover, I got a lot of negative feedback. I was constantly reminded that it was going to break down, »

Cycling in Sweden with the assistance of Percy

In the Lofoten Islands, Norway

Snow in Scotland after doing the NC500 in winter

Travelling around the west coast of Scotland and the islands

Making food in a lay-by in Sweden after seeing the Sami People (natives)

> ‘I love travelling and sharing my experiences with others’

and people would say, “I told you so”. But it’s also quite funny to prove people wrong. I knew owning an old Land Rover would be problematic, but you only live once, so I’d rather be exploring in an epic vehicle.

Q. What plans and aspirations do you have for the future?

A. In the future, I’d love to do more off-road trails. They can be hard to come by, but I’m hoping to get over to the green lanes in Wales and find some awesome camp spots in the hills. The green lanes offer a lot of freedom, and there are just miles of tracks that go to some gorgeous places. I will admit I’m a little fed up with the camping laws in the UK, which can make living out of a Land Rover very challenging.

I don’t have any set plans for the future yet. I’m just going to get back into a routine and begin editing through a whole bunch of content until the next idea springs up. CLR

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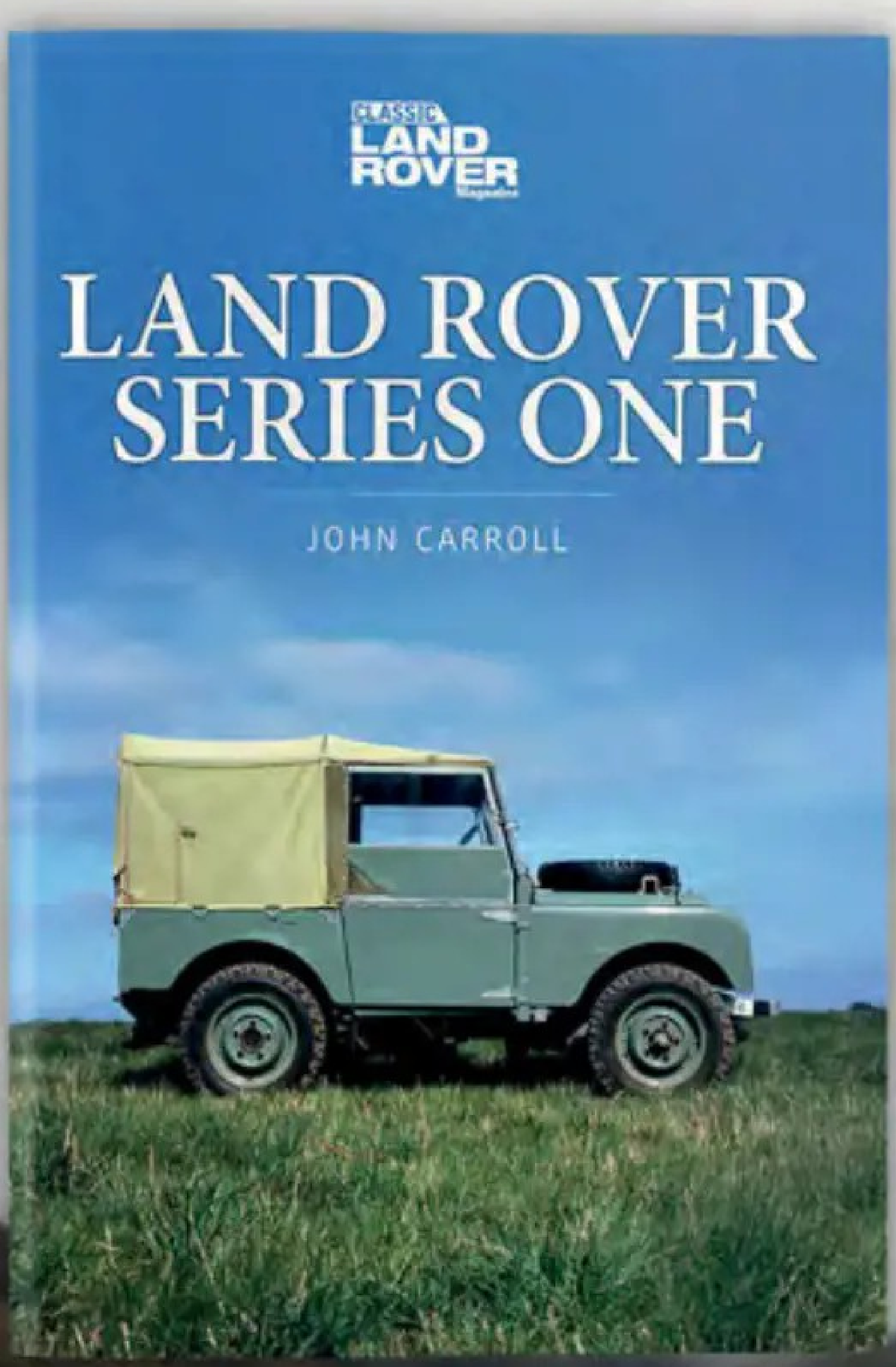
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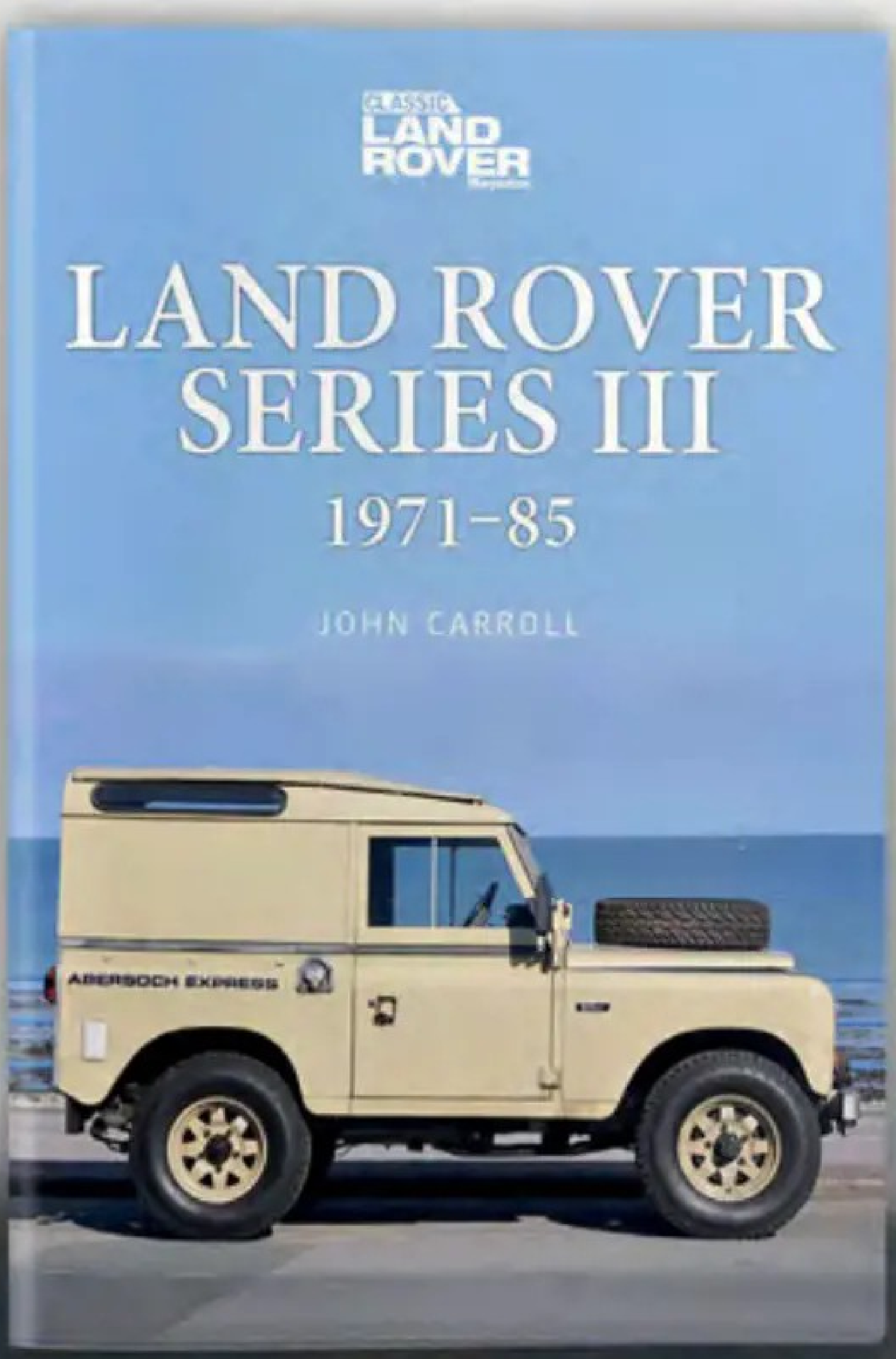
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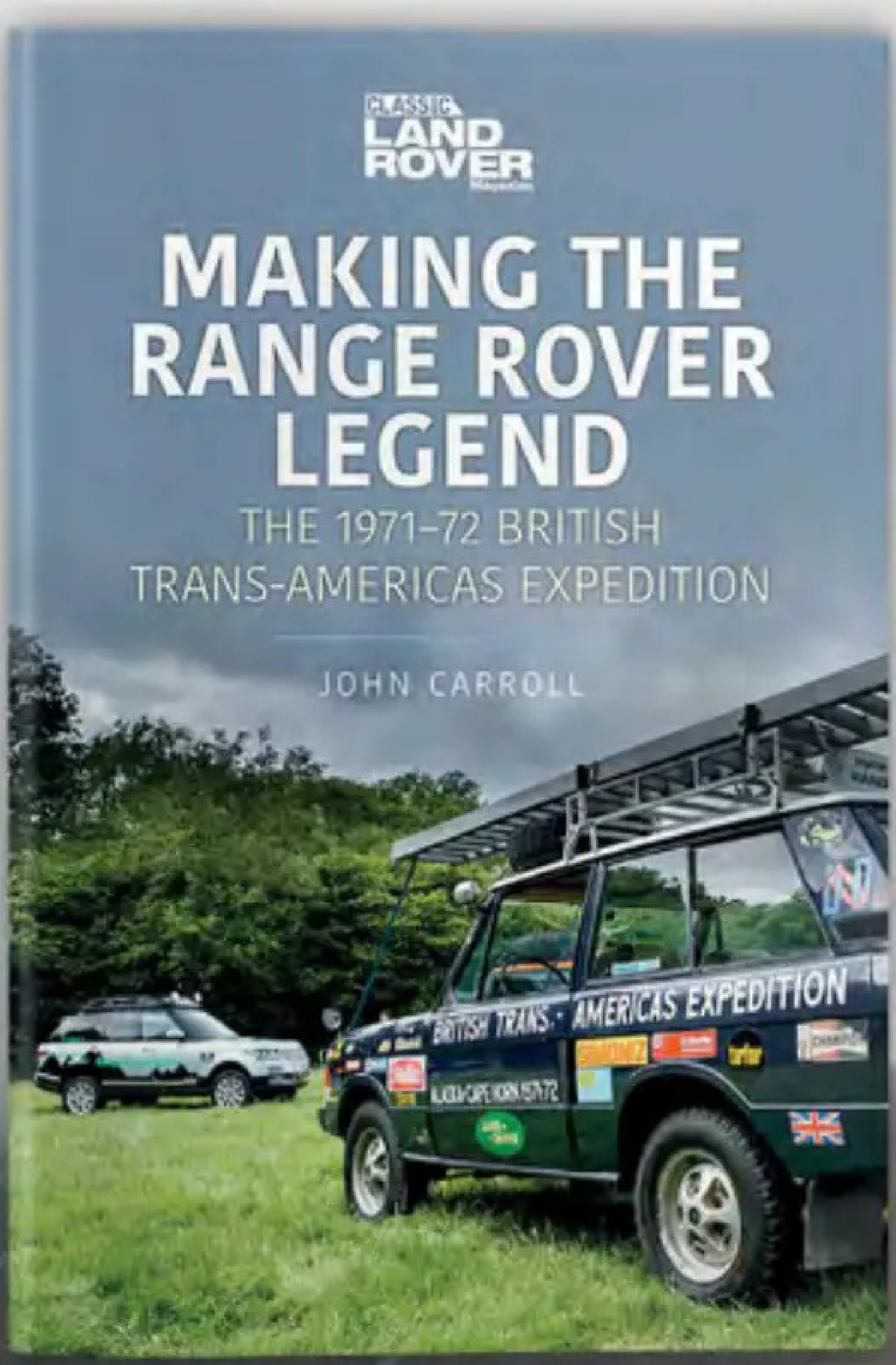
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A LIVING, WORKING LANDSCAPE

Clare Westbrook knows the Pembrokeshire Coast National Park well, but set out to see it from a different perspective this trip

WORDS AND PICTURES **CLARE WESTBROOK** ILLUSTRATION **LOUISE LIMB**

Mention national parks to most people, and it conjures up a bucolic, pastoral image: swathes of beautiful British countryside preserved for us to enjoy at our leisure.

And until now, my experience of the Pembrokeshire Coast national park has been just that. But these are living landscapes. Since prehistory, people have been working here, raising their families and building communities.

So this time, I decided I'd go in search of the park's industrial past, to learn just a little more about this stunning area.

The Pembrokeshire Coast national park is unlike any other in Britain. It's four separate areas, rather than one complete block, stretching for over 260 miles around the coast from Amroth in the south to Poppit on Cardigan Bay.

Despite that, it's one of the smallest national parks in the UK. At its widest, it's about 10 miles across, at its narrowest, about 0.06 miles, or just over 100 yards.

As well as the park, the coastline and seas here are protected by three special areas of conservation, the largest of which covers more than twice the area of the entire national park.

In early October, with a variable weather forecast, a large area to explore, and a long

UK NATIONAL PARKS CLR TOUR

B4319 above Freshwater West, looking past Sheep Island to St Anne's Head lighthouse. The views were magnificent wherever we went; I ran out of superlatives

Arfordir Penfro (Pembrokeshire Coast)

When created: February 29, 1952

Size: 239.4 sqm

Counties: Pembrokeshire, Wales

Main towns or cities: Tenby, St. Davids

Favourite places to visit: Bosherston lily ponds, Carew, Porthgain, Parrog

Local food speciality: Laver bread (seaweed) fried with oats, bacon, and/or cockles for breakfast. Also Welsh Cakes

Hidden gem: The Dyffryn Arms (aka Bessie's), Cwm Gwaun

Green lane: Sadly, there are very few BOATs here; we didn't find any lanes to drive

Top tip: Visit out of season, it's so welcoming and there's something special about escaping the wild coastal weather by a roaring pub fire

Fascinating fact: In 1943, the beaches at Amroth were used as a training ground for the D-Day landings journey there and back, we opted to take the Range Rover rather than the Series IIA. Having more comfort and a solid roof outweighed the extra fuel costs, and it felt like a bit of a treat.

We planned to tour all four areas of the park, starting at the southeastern boundary in the former miners' village of Amroth.

In Wales, mining is more often associated with 'The Valleys', but it was big business here too. This quiet rural area was once a hive of heavy industry, including collieries, drift mines, ironworks, woollen and grain mills and limestone quarries.

Thousands of tons of goods and materials were shipped out straight off the beaches between Amroth and Saundersfoot, all serviced by a long-gone network of tramways, railway branch lines and fleets of coastal trading ships.

There's little trace of it now, though the remains of Kilgetty Ironworks (just outside the park) are open to visitors.

We meandered west along coastal lanes to Tenby, the largest town in the park. Tenby's Welsh name, Dinbych-y-Pysgod, shows its historical connection to the fishing industry (pysgod means fish).

The quay still supports a small commercial fishing fleet, but today the main industry here is tourism. It's a lovely town, but we're not fans of tourist 'hot-spots', plus 40p to use the toilets was a bit of a shock (payable by card if you don't have cash), so we moved on.

Carew Castle and Tidal Mill are atmospheric reminders of the past; both are open to visitors

Hugging the coast, with spectacular views all around, we headed west past Stackpole and Manorbier towards lunch at a rather special pub. Perched at the far end of the Angle peninsula, accessed via a stony, pot-holed track, is the Old Point House, an ancient inn which regularly gets cut off at high tide.

Probably dating back to the 16th Century, and once frequented by pirates and smugglers, it's now a quiet haven in this unspoilt corner of Wales.

Sadly, taking the track there and back was the extent of our 'laning' this trip. Pembrokeshire has very few byways; the only one we found was gated and seemed to go through a churchyard and someone's garden, so we gave it a miss.

'Porthgain is now a small hamlet, but it has the most spectacular industrial relics'

The next section of the park is possibly the least visited, but its sleepy backwaters hide a gritty past. Stretching up the Daugleddau estuary, where four rivers meet: the Western and Eastern Cleddau, the Carew and the Cresswell, this was a busy trading route from ancient times. »

RANGE ROVER
CEC 680S

Solva was once a busy port. You could even sail to America from here, tickets cost £4 in 1840

Quays at Carew, Creswell, Little Milford, Lawrenny and Landshipping are testament to the importance of these waterways. Coal was mined here, too, though it's hard to believe looking at the landscape now.

In February 1844, disaster struck Garden Pit when the incoming tide broke through, resulting in the loss of 40 miners. More recently, these waterways sheltered military secrets. During World War Two, the MoD even planted non-reflective water weed along the banks to conceal installations and ships from the Luftwaffe. The weeds are still here, making the area a lush green haven for birdlife.

The military was also active in the southwestern area of the national park, and we took a detour to World War Two Royal Naval Air Station Dale, aka HMS Goldcrest.

This far western tip of the park is a remote, windswept landscape. While heavy industries developed in other areas, farming and fishing remained the mainstays here, mixed with a fair amount of smuggling. Once famed for contraband French brandy, Dale is now a renowned watersports destination.

On the opposite coast, the wide expanse of St Brides Bay is popular for boating, bathing and diving. The beaches are spectacular, and Broad Haven has been a seaside resort since the 1800s.

Further north at Nolton Haven, we were back into coal mining country. This tiny port exported coal as far back as Medieval times, and in the early 1900s, a tramway ran over the hill to Trefran Cliff Colliery, the remains of which can still be seen at the southern end of Newgale Beach. The beach here is immense, stretching north from the colliery for two miles. Fringed by an equally impressive pebble bank and exposed to Atlantic winds, it's now famous for its big surf. I can confirm, the wind is mighty and the waves impressive, though it wasn't enticing on a cold, wet October day.

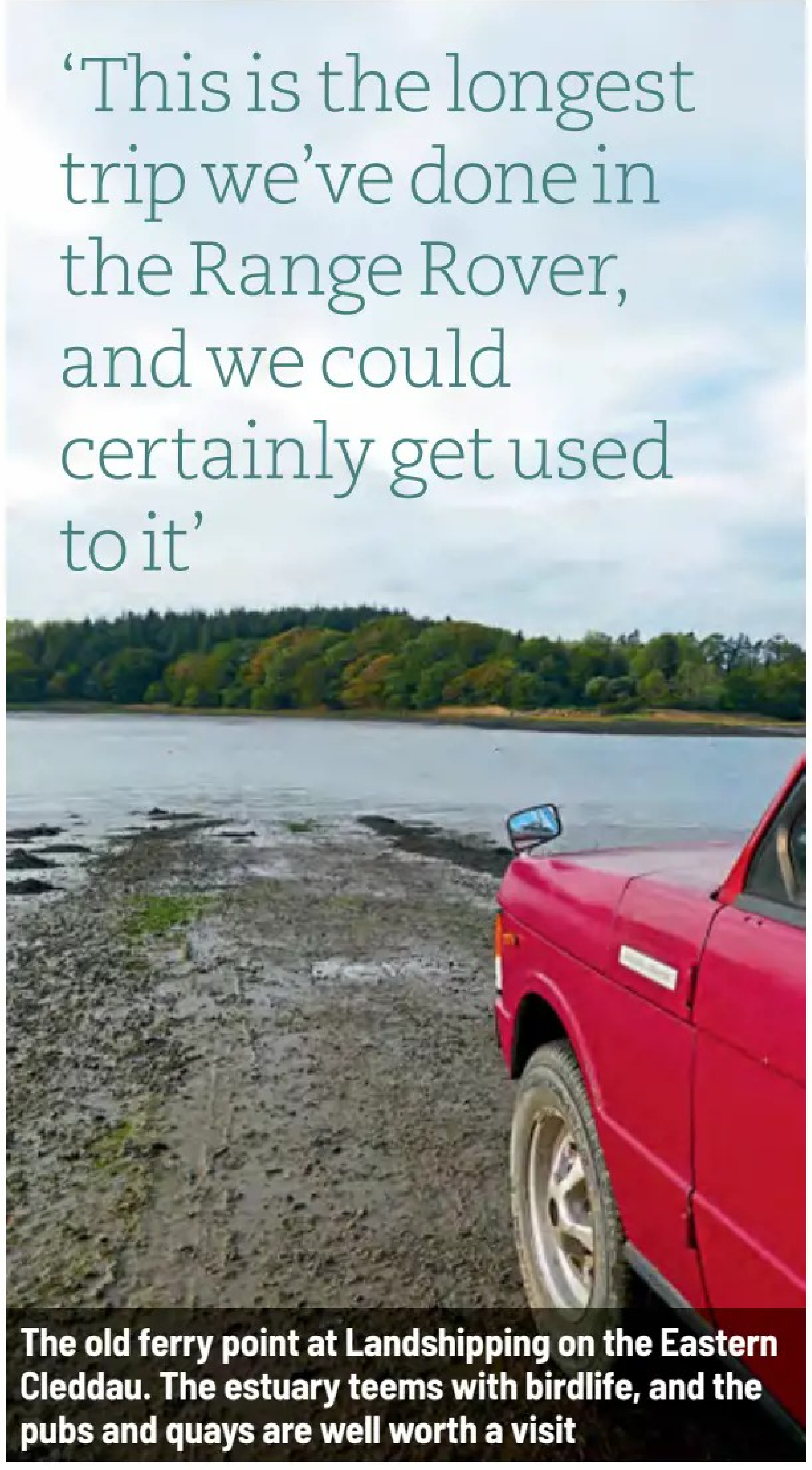
Not far away, Solva's deep inlet offered welcome shelter and a cheery, holiday atmosphere, with brightly coloured shops and houses and a harbour full of yachts. But yet again, it was once very different.

Limestone and coal from the quays we'd visited in the south were offloaded here and burned in the lime kilns lining the harbour, producing quicklime for the local agricultural and building industries. With 12 lime kilns burning day and night, and a fleet of ships constantly coming and going, Solva was once busy, noisy, and probably far dirtier than it is today.

Our overnight stop was St David's. Officially the smallest city in Britain, it's more like an overgrown village or small town, but home to a very large cathedral.

Strains of evensong wafted through the air as we wandered past. That evening, we watched the sun set over the Bishops and Clerks islands from nearby Whitesands Bay; even on a chilly October day, it was a magical place to be.

'This is the longest trip we've done in the Range Rover, and we could certainly get used to it'



The old ferry point at Landshipping on the Eastern Cleddau. The estuary teems with birdlife, and the pubs and quays are well worth a visit

We negotiated the next morning's 'rush-hour' – just three cars and two delivery vans – and headed north towards Porthgain, taking a detour to see the shingle beach at Abereiddi.

Exploring all the lanes added many extra miles in a thirsty Range Rover, but the sea views were worth it. This is a breathtaking coast, and thankfully, petrol prices were reasonable even at rural filling stations.

Porthgain is now a small hamlet, but it has the most spectacular industrial relics. A huge complex of mills, tunnels, tramways and kilns all existed to service the slate, brick and roadstone industries here.

The remains of immense stone crushers, elevators and hoppers loom imposingly over the harbour. It's a little unexpected in today's quiet, rural landscape. As with all the coastal communities we visited,

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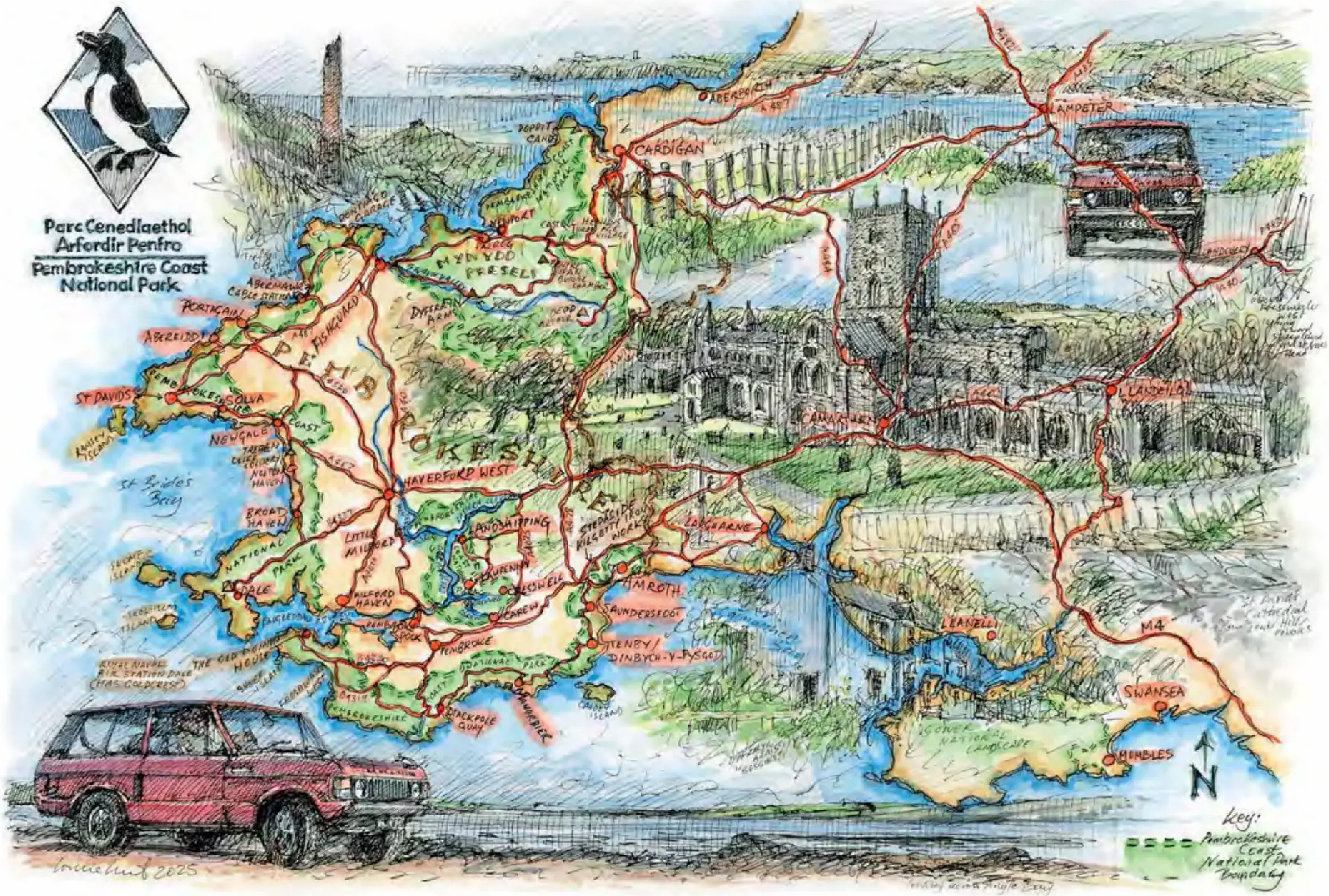
Pontiago Garage; there used to be a Villiers-engined Bond Minicar in the hedge, but that seems to have disappeared entirely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LANDOVERY
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COAST
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BROAD HAVEN
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HAVERFORD WEST
LITTLE MILFORD
LANDSHIPPING
STEPASIDE KILGETTY IRON WORKS
LAUGHARNE
CARMARTHEN
LLANDEILO
A40
SKOKHOLM ISLAND
DALE
MILFORD HAVEN
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CAREW
AMROTH
SAUNDERSFOOT
TENBY/ DINBYCH-Y-PYSGOD
CALDEY ISLAND
ROYAL NAVAL AIR STATION DALE (HMS GOLDCREST)
STACKPOLE QUAY
MANORBIER
LLANELLI
M4
SWANSEA
GOWER NATIONAL LANDSCAPE
MUMBLES
N
Key:
Pembrokeshire Coast National Park Boundary
Louise Hunt 2025

shipping and the sea were key to Porthgain's prosperity, but farther up the coast, there's a far smaller, easily-missed site which was hugely important for the entire nation.

Now a private home, Abermawr cable station was the British terminal for the first successful transatlantic telegraph cable, which revolutionised communications between Britain and North America. Today, we're used to instant global connectivity, but this was an amazing feat of engineering for the late 1800s.

In the most northerly corner of this area, I'd heard of a 'relic' I wanted to find. Pontiago Garage was owned by the late Jac Williams, who loved Morris Minors.

He had more than 30, and the remains of his collection have been gently rotting away by the roadside for many years. As a child, I loved our Morris Traveller, especially the trafficators; I still get excited whenever I see them. I was glad to find the garage, but it was a rather sad sight to end the day. We'd covered three of the four national park areas; the next would be our last.

Rather than taking coastal roads, we turned inland and headed for one of our favourite local spots. The Gwaun Valley is home to The Dyffryn Arms, aka Bessie's. This little pub has a fiercely loyal following, but please don't drop by if you like modern facilities, beer from a pump, an array of drink choices, or even a 'proper' bar.

This place serves Bass from the jug via a hatch in a small front room. It's a fantastic pint. Bessie was a lovely lady and a force to be reckoned with; her family now runs the pub in just the same way; it's not changed in years.

Continuing east along the valley, the »

RANGE ROVER
CEC 680S

In the Preselli Hills, near the prehistoric megalith quarries which produced the Stonehenge Buestones

In Amroth, Bertie the Sea Bass gets filled with plastic waste from the beach as part of a 'Turn the Tide on Plastic' project

We couldn't come to Pembrokeshire without a trip to Bessie's, aka The Duffryn Arms

road winds up into the Preseli Hills. This is where the bluestones, which form the inner ring at Stonehenge, were quarried some 5,000 years ago. Exactly how those prehistoric people transported the stones all the way to Salisbury Plain is still hotly debated, but I'm intrigued by other questions too.

If these people lived in Pembrokeshire, how did they know about Wiltshire and the Stonehenge site? And if they came from Wiltshire, what led them here to the bluestone? It's humbling to think about how industrious and how connected prehistoric Britain was.

This area of the park is full of historic significance; traces of our ancestors are everywhere: in places, it really does have an ancient, otherworldly feel.

Pentre-Ifan Burial Chamber, Castell Henllys Iron Age Village and the horseshoe-shaped stone circle of Bedd Arthur are just a few sites worth a visit.

It's a land of big skies, huge vistas and wild Atlantic winds. The Preselis are the highest hills in Pembrokeshire; on a clear day, you can see all the way to the Llyn Peninsula in North Wales.

We couldn't, and it was blowing a gale, so we descended to the relative shelter of Parrog, where we've spent many happy canoe camps. We finished our tour at the very northerly tip of the park, with an ice cream and a dog walk on the glorious Poppit Sands.

This is the longest trip we've done in the Range Rover, and we could certainly get used to it. Visibility is great; we were warm, dry, and could hold a conversation.

The ride was a little wallowy, as our boge self-leveller isn't working: we have since uprated the rear springs, which has improved things considerably.

Maybe we should plan a return trip to Pembrokeshire, just to be sure? It's an incredibly varied national park: from soaring sea cliffs to long, flat, sandy beaches; from low-lying coastal creeks and lagoons to rugged, remote hills and bustling tourist towns.

It's exhilarating to share the waves with dolphins and whales, to canoe with the seals, or take a boat trip to the towering seabird colonies.

This is a land of myths, legends, history, and resilient people offering a hugely warm welcome; there's still plenty more we'd like to explore. CLR

Historic remains dominate the harbour in Porthgain; one house even has an old lime kiln as a garage

St Davids Cathedral survived a 13th century earthquake, but the floors slope, the arcades veer from vertical, and the east and west ends of the building differ in height by about four metres

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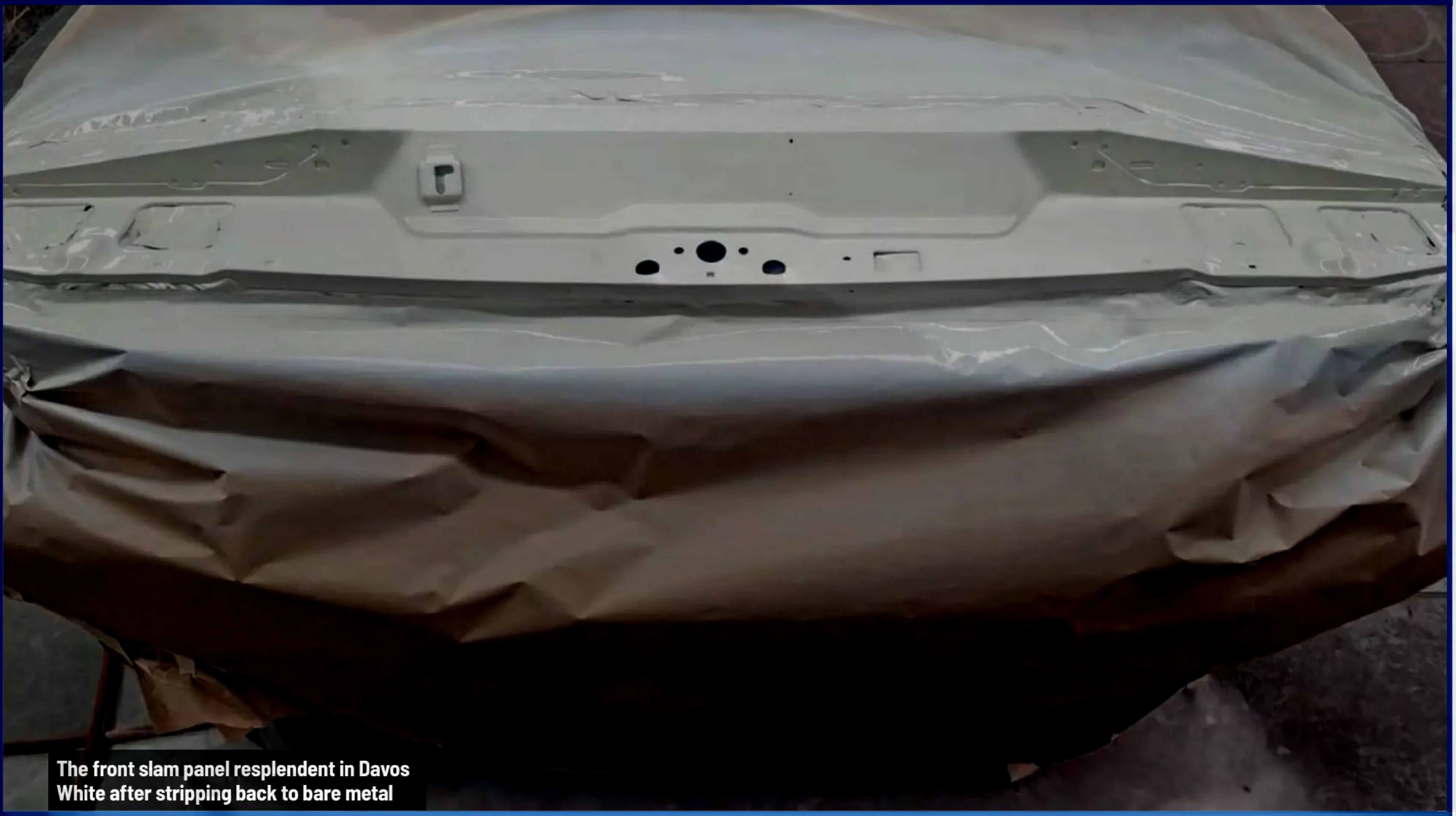


The front slam panel resplendent in Davos White after stripping back to bare metal

THE UGLY DUCKLING

In this month's G-WAC Discovery update, the visual transformation from ugly duckling to Davos White swan begins!

WORDS **EMRYS KIRBY** PICTURES **EMRYS KIRBY & WAYNE TAYLOR**

EMRYS KIRBY

DIFFICULTY: ● ● ●

TIME ALLOWED: 6 DAYS

COST: DEPENDENT ON JOB

In the last update, I reported that there had been little practical progress on G482 WAC, but I had welcomed visitors from Iceland to see my collection and current restoration projects.

The hold-up was finding an appropriate slot at Taylor's Paintworks. Wayne Taylor is my go-to person for quality bodywork on my own vehicles and the restorations I do for friends and family.

Wayne is always in demand with insurance repairs, longer-term interesting classic car restorations and regular work on rally cars, but the quality of the work is worth the wait.

In late June, Wayne said he had enough space and time to begin the work.

We agreed that the best process would be to start with the driveable shell, ensuring the roof, pillars, door jambs, slam panel and all the roof ancillaries were prepared and painted before painting the external panels separately.

To ensure a top-quality job, Wayne and Stuart removed the roof lining, meaning that they could then unbolt the roof rails and sun roofs and prepare and paint them separately.

The roof then needed to be taken back to bare metal, and the welding repairs I'd carried out had to be filled and flatted, as well as a few other dings and dents pulled out.

The roof was then painted in epoxy primer, flatted, guide-coated, and all the old seam sealer was scraped out and replaced before it was finally finished in the original Davos White. We decided that if a job is worth doing, it has to be done right.

While the vehicle has been away, I have made some time to do some more prep work on the doors.

Wayne wants all the door furniture removed for a comprehensive job, and he will be digging out all the old seam sealer from the edges of the skins and bringing the new paint around to behind the door cards.

This will ensure a factory-fresh finish with no visible transition in the paint.

With the fantastic summer weather continuing through July and August, I turned my attention to thoroughly cleaning the interior trim outside in the sunshine.

The seats are in good condition with minimal wear, but they were absolutely filthy, having suffered a dunking in deep muddy clay on Salisbury Plain.

Initially, I'd planned to hire a carpet/upholstery cleaner, but given the state of them and the hot weather, I tried a gentle session with a jetwash and they've come up incredibly well.

The next stage of the transformation will be painting the roof furniture and A and B pillars black, and then the shell can come back to me for fitting out, while Wayne takes the external panels away for painting.

The transformation from ugly duckling to beautiful Davos White swan has begun.

As always, thanks to Britpart and Mirka for their kind support in bringing G482 back to life. CLR

1

Stuart and Wayne collecting the driveable shell in late June to fit it in between other work commitments

2

After much deliberation, we decided it was right to strip and repaint the slam panel

3

I've taken lots of photos of the position of the decals; many of them came off intact, so they can be refitted

4

Absolutely filthy passenger seat with deeply ingrained clay mud

5

You could hardly see any of the delicate pattern in the cloth, but the upholstery was in good condition

6

Looking utterly resplendent after a careful session with a fan pattern jetwash – I love the Sonar Blue interior

7

And for contrast, here's the clean passenger seat by the filthy driver's seat

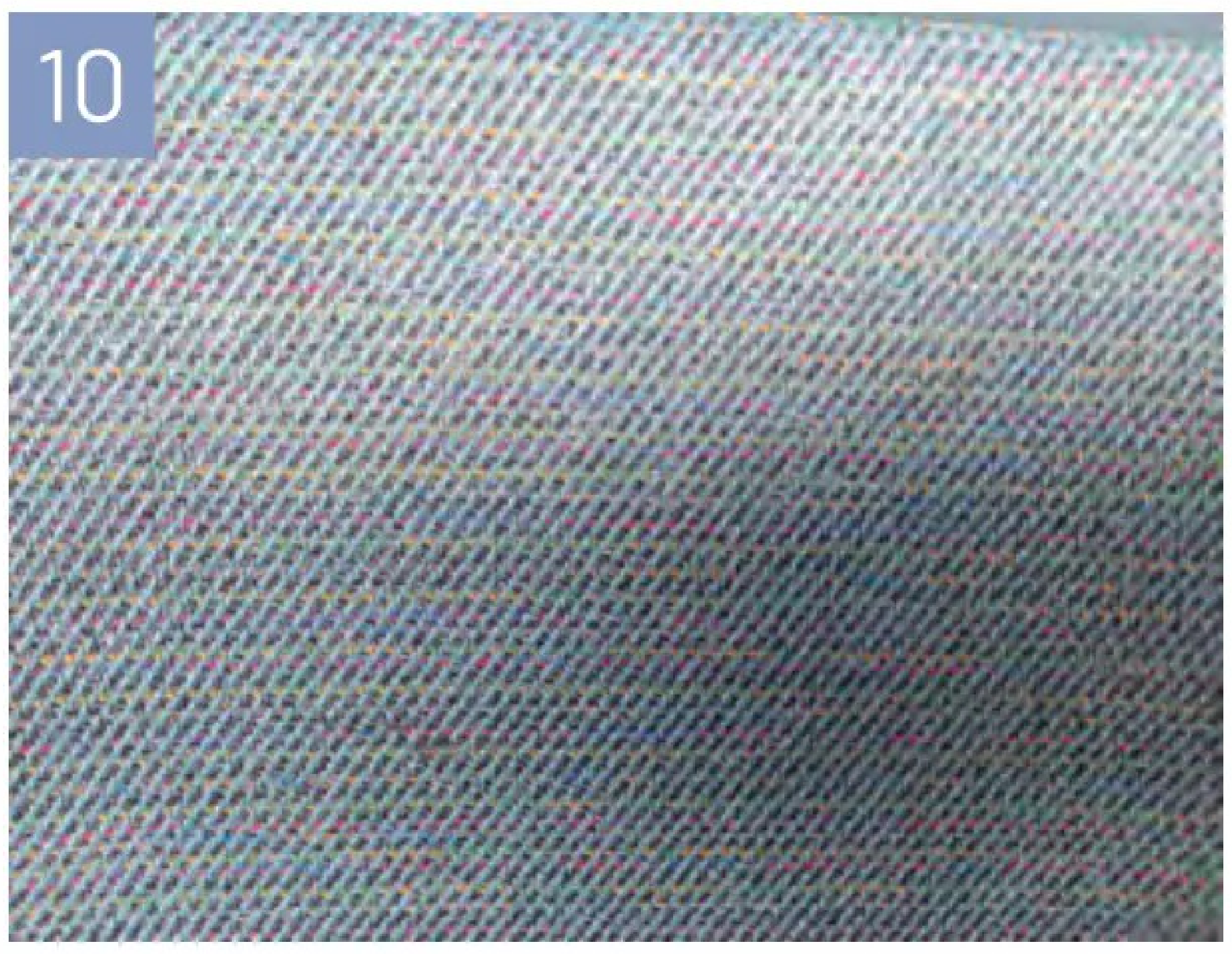
8

I was absolutely delighted with the way the seats came up, and the sun dried them quickly

9

The rear seats weren't as bad, but they were still grotty and again came up beautifully

10



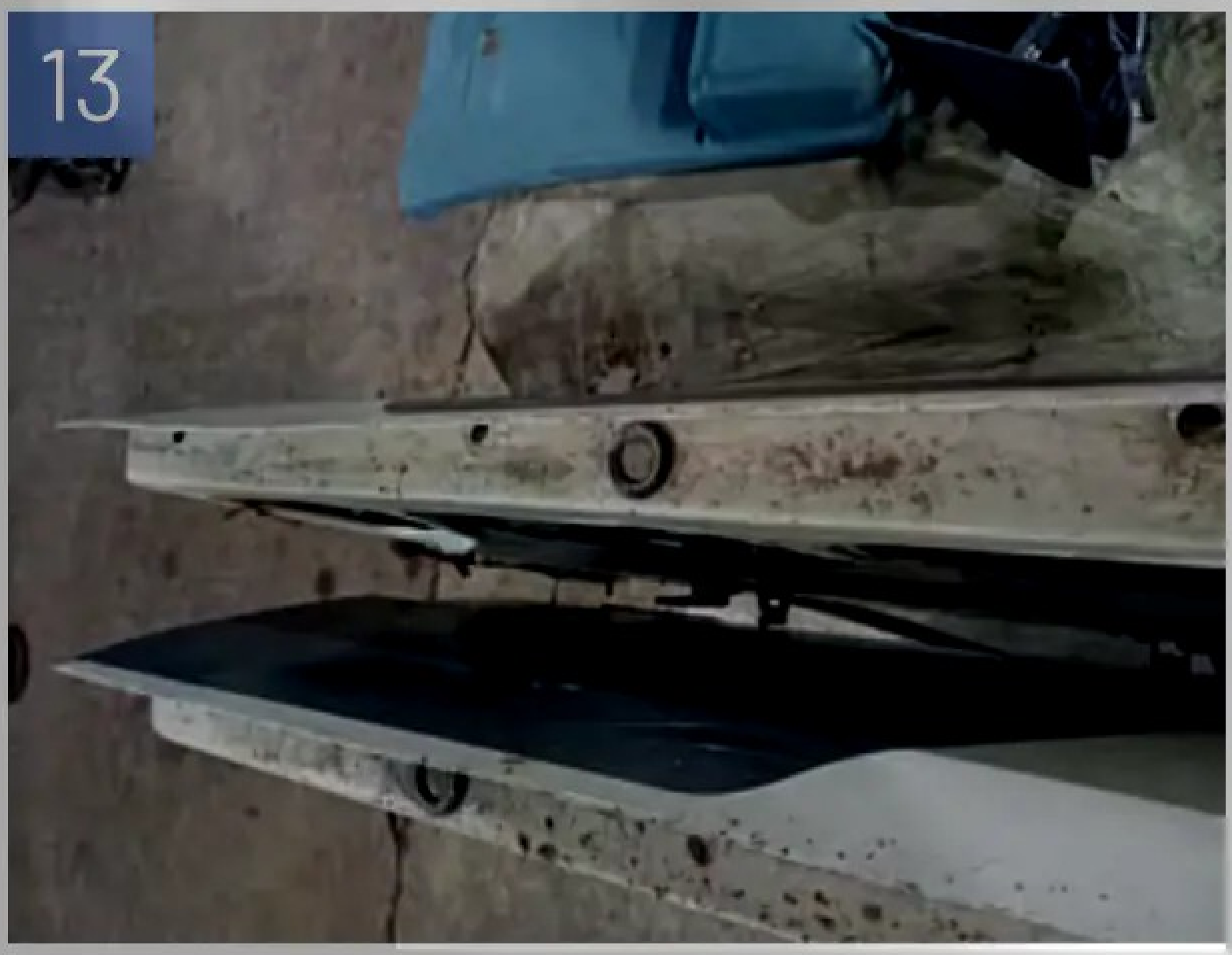
This is the passenger seat cloth with all the grot washed out. The range of colours is clearly visible

11

The door cards are mostly in good condition, but need to come off for the comprehensive respray

12

Door card off, and revealing that the main door structure is in great condition



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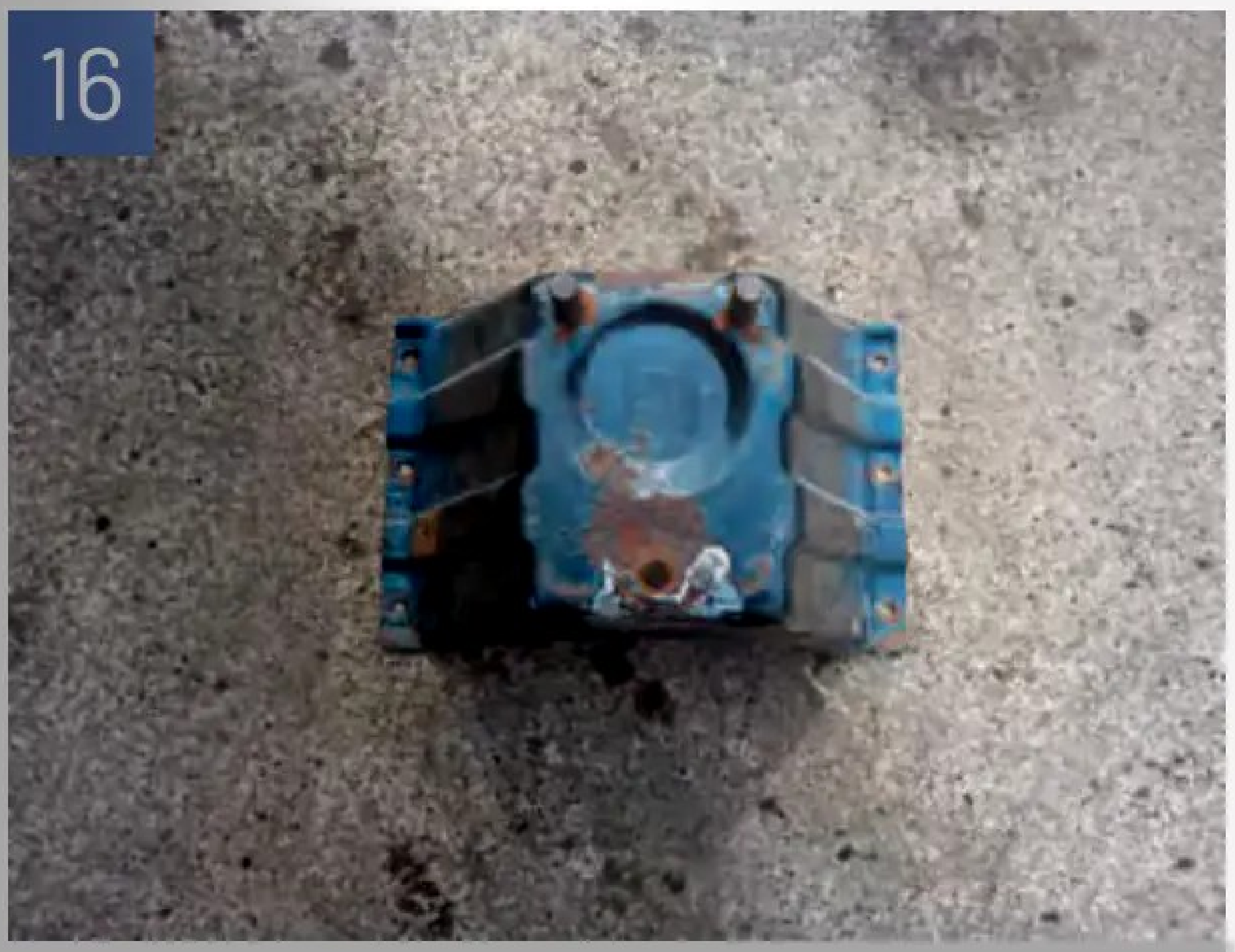
The bottoms of the doors are rust-free, although the bottom of the skin will need a small tweak to straighten it

14

Wayne will be scraping out all the old seam sealer from around the skins and redoing it

15

A pile of panels. These will be painted separately when the shell comes back, and then refitted



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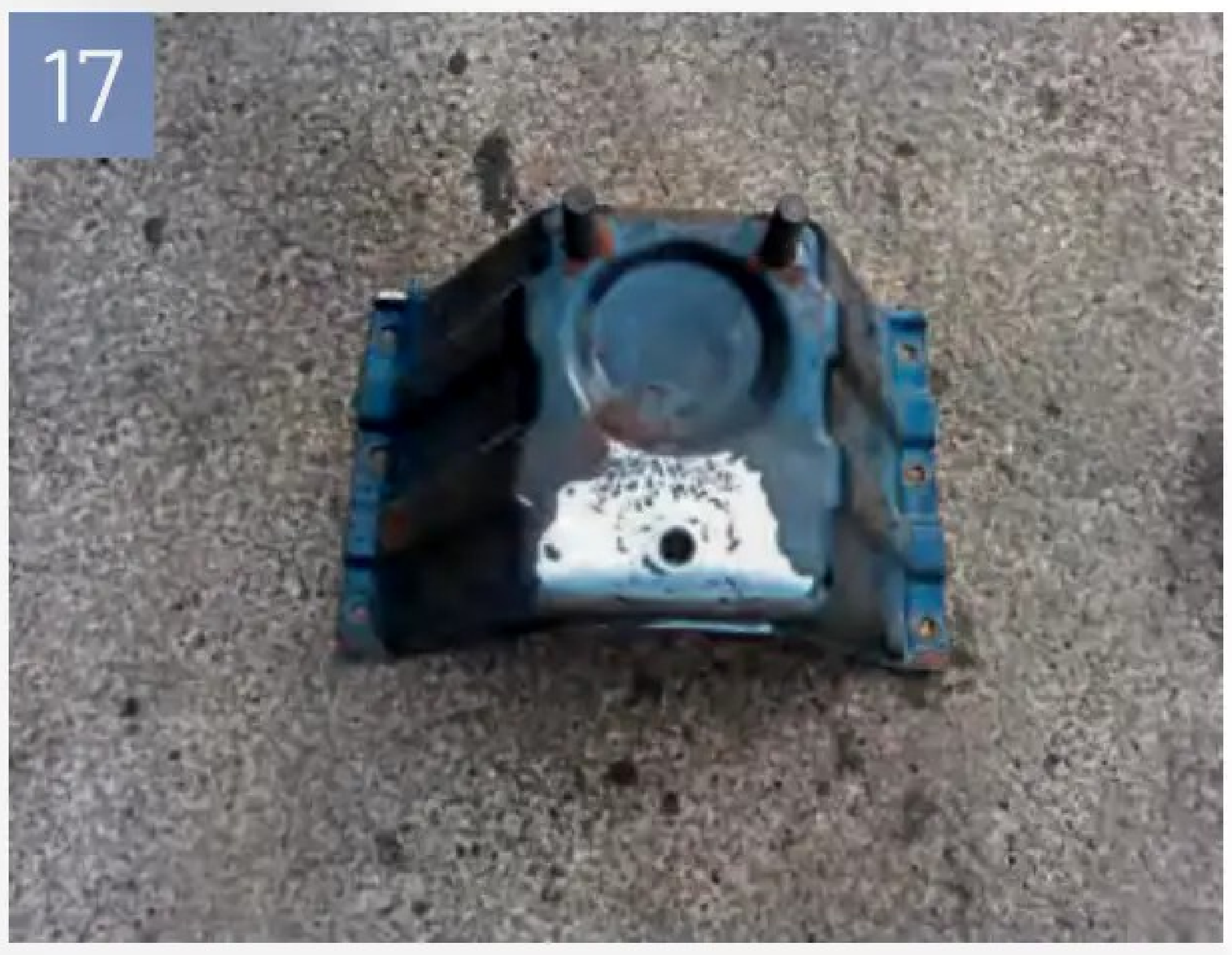
While I was stripping the panels, I decided to turn my attention to repairing the early-type spare wheel carrier. Note the round pressing only found on the very first vehicles



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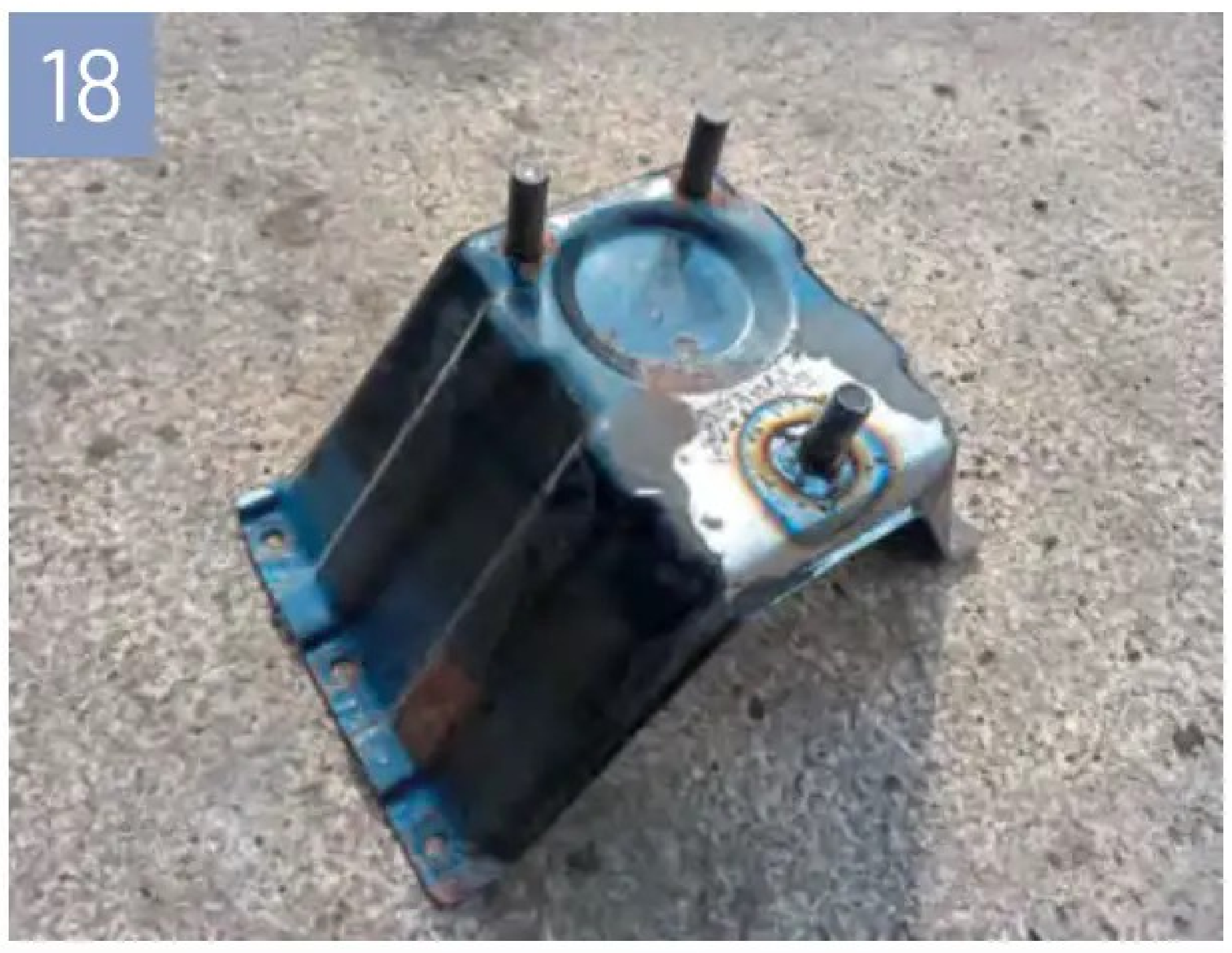
All the rot cut out around the cracked and corroded lower wheel stud, and new metal in

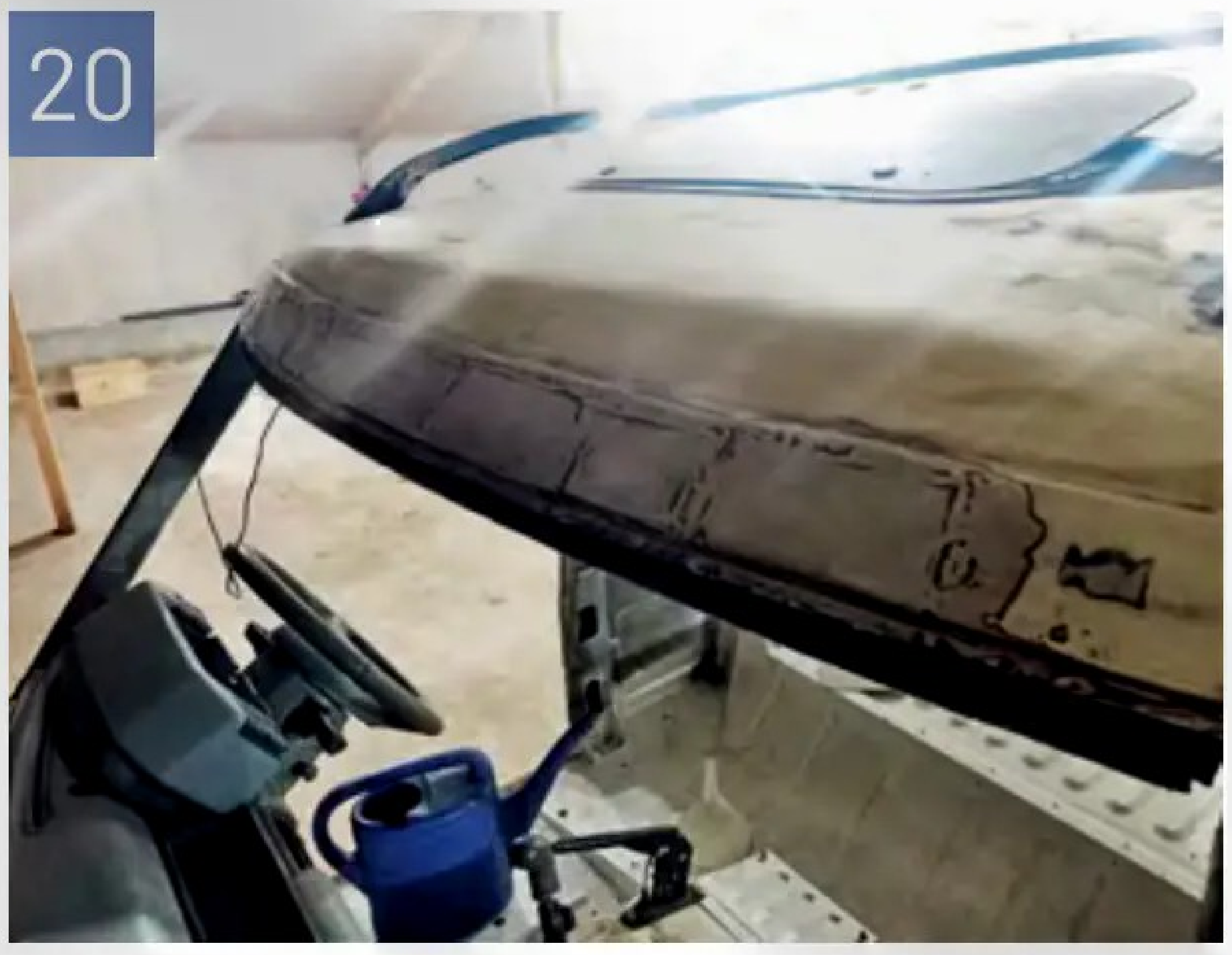


18

New wheel stud welded in with a bead on both inside and out

19

A coat of etch primer to protect it until I take it for blasting and painting



20

Looking back, this was the leading edge of the roof after I'd carefully cut out the rot and welded new metal in – I had to do it in small sections to avoid warping it

21

Roof edge after filling and some flatting

22

There were a few dents in the roof that needed to be pulled out as well

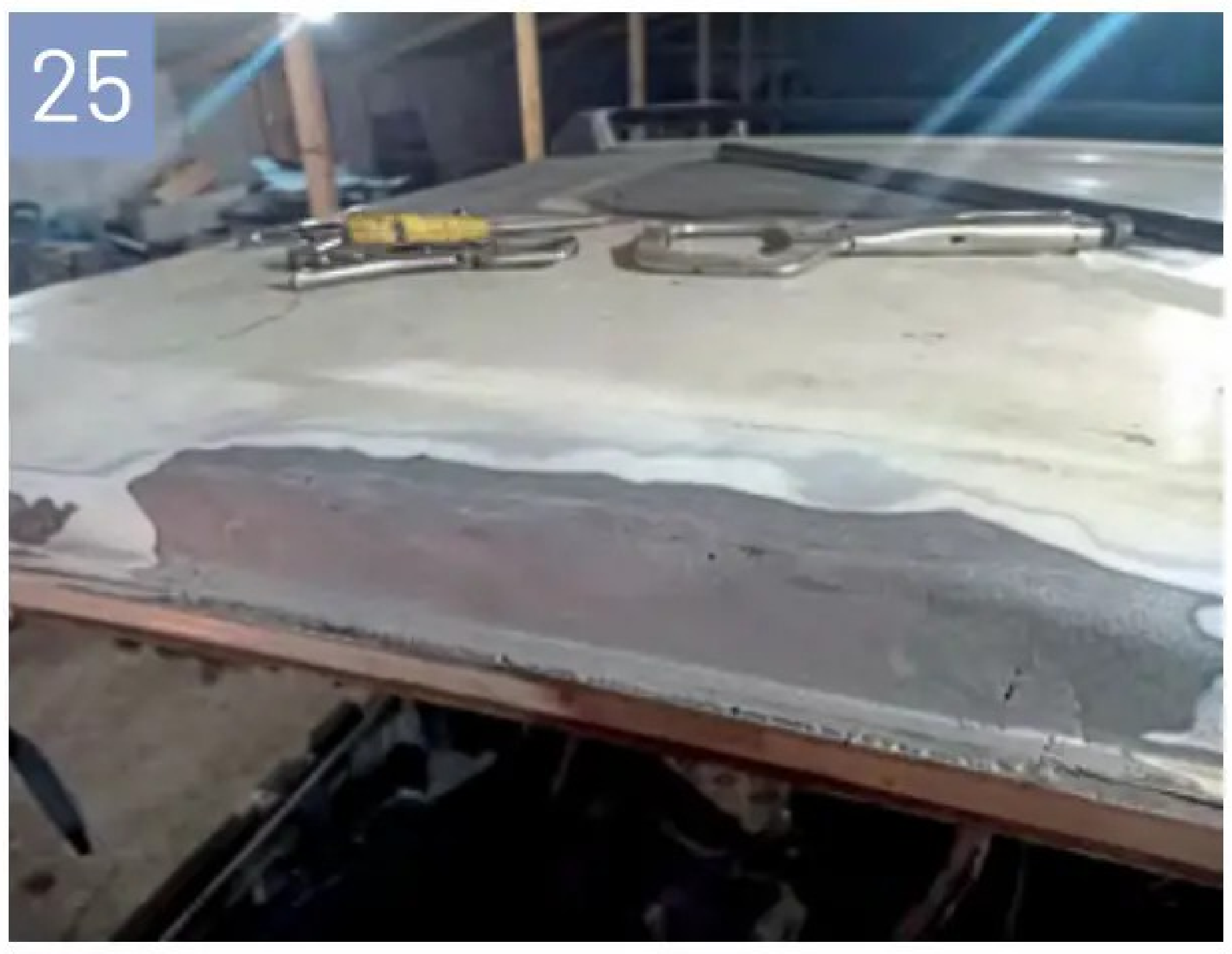
23

Looking resplendent and good as new in a top coat of Davos White

24

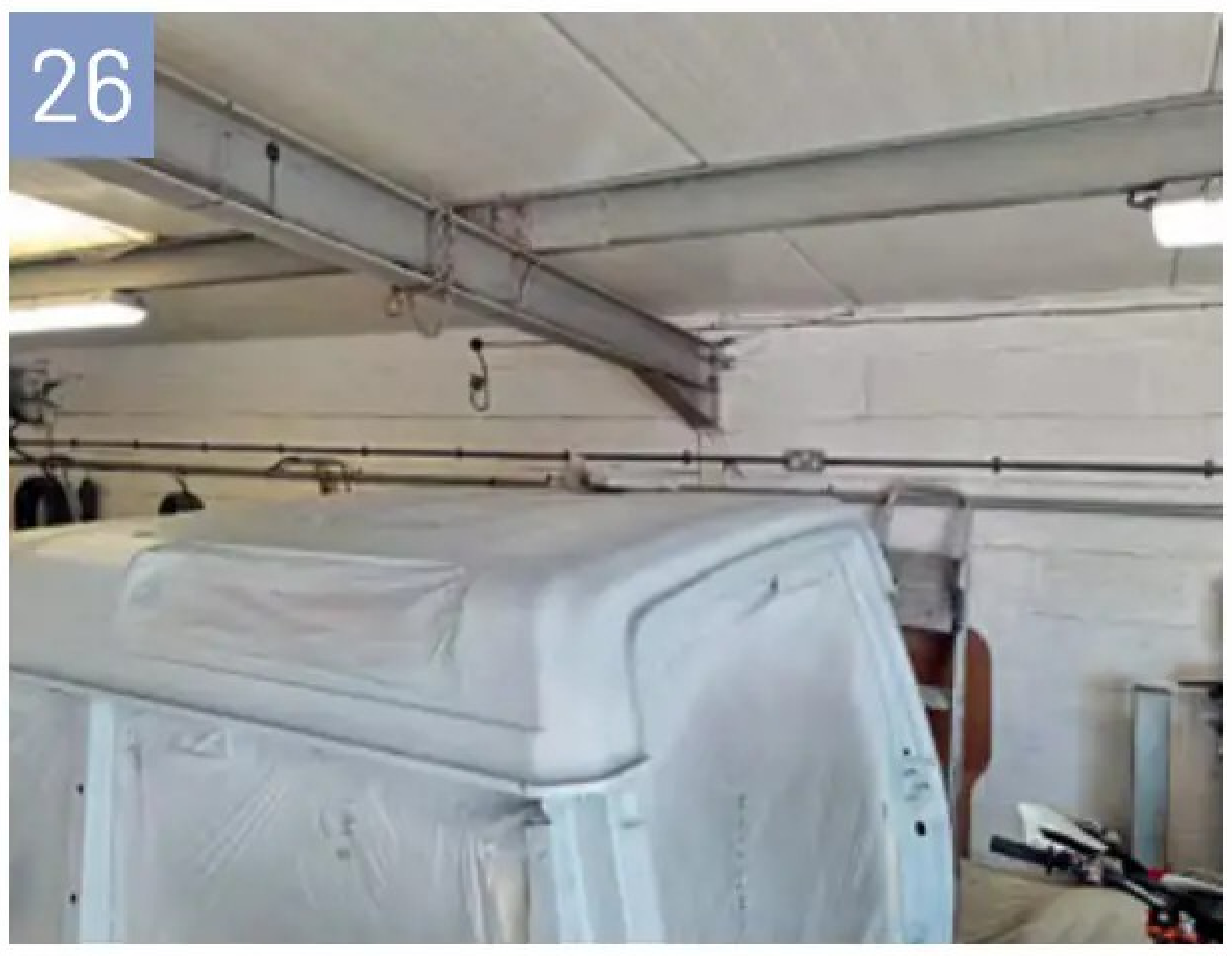
Roof finished, but it belies just how much work has gone into getting there

25



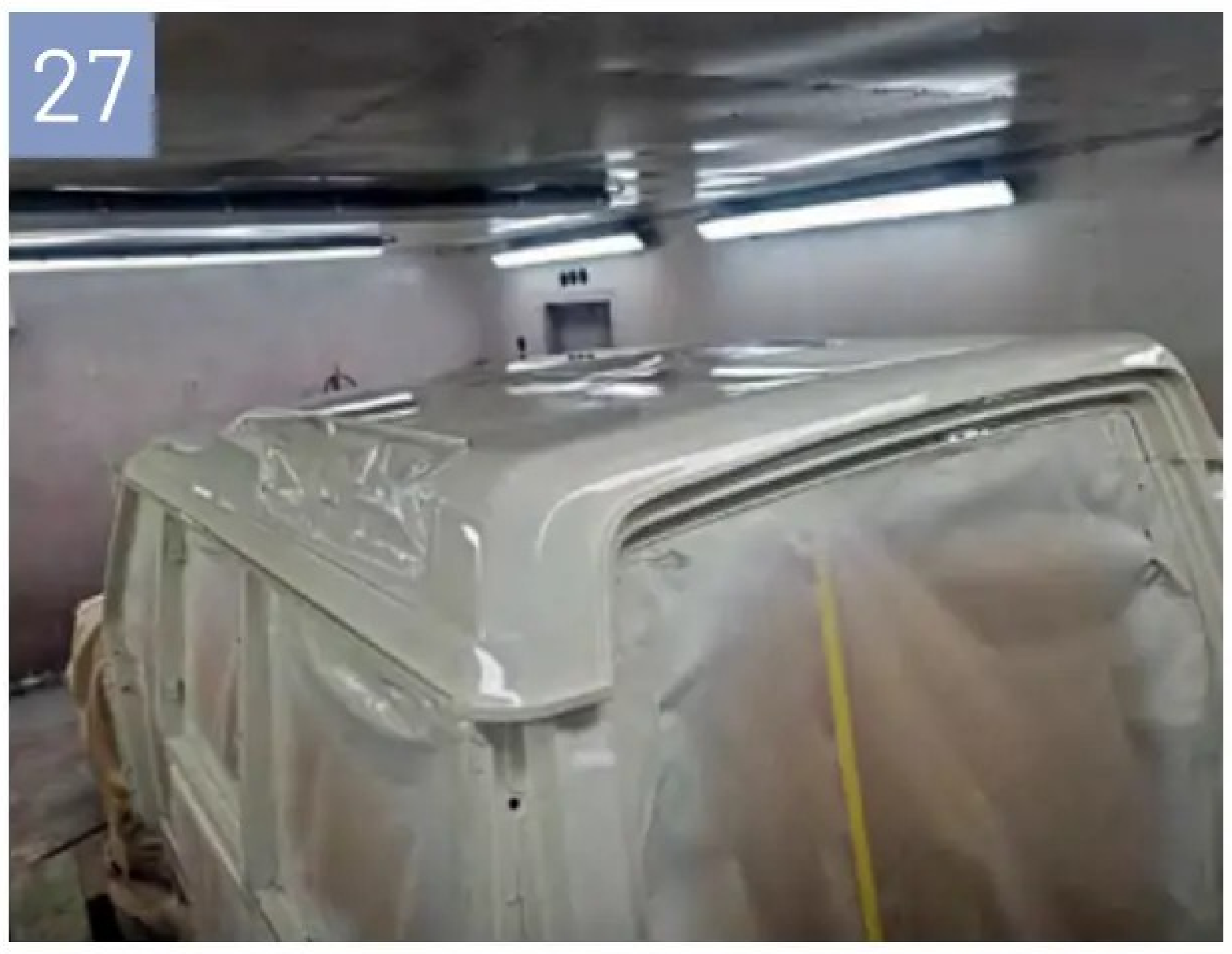
Looking back to when I'd just finished the repairs to the roof above the back door

26



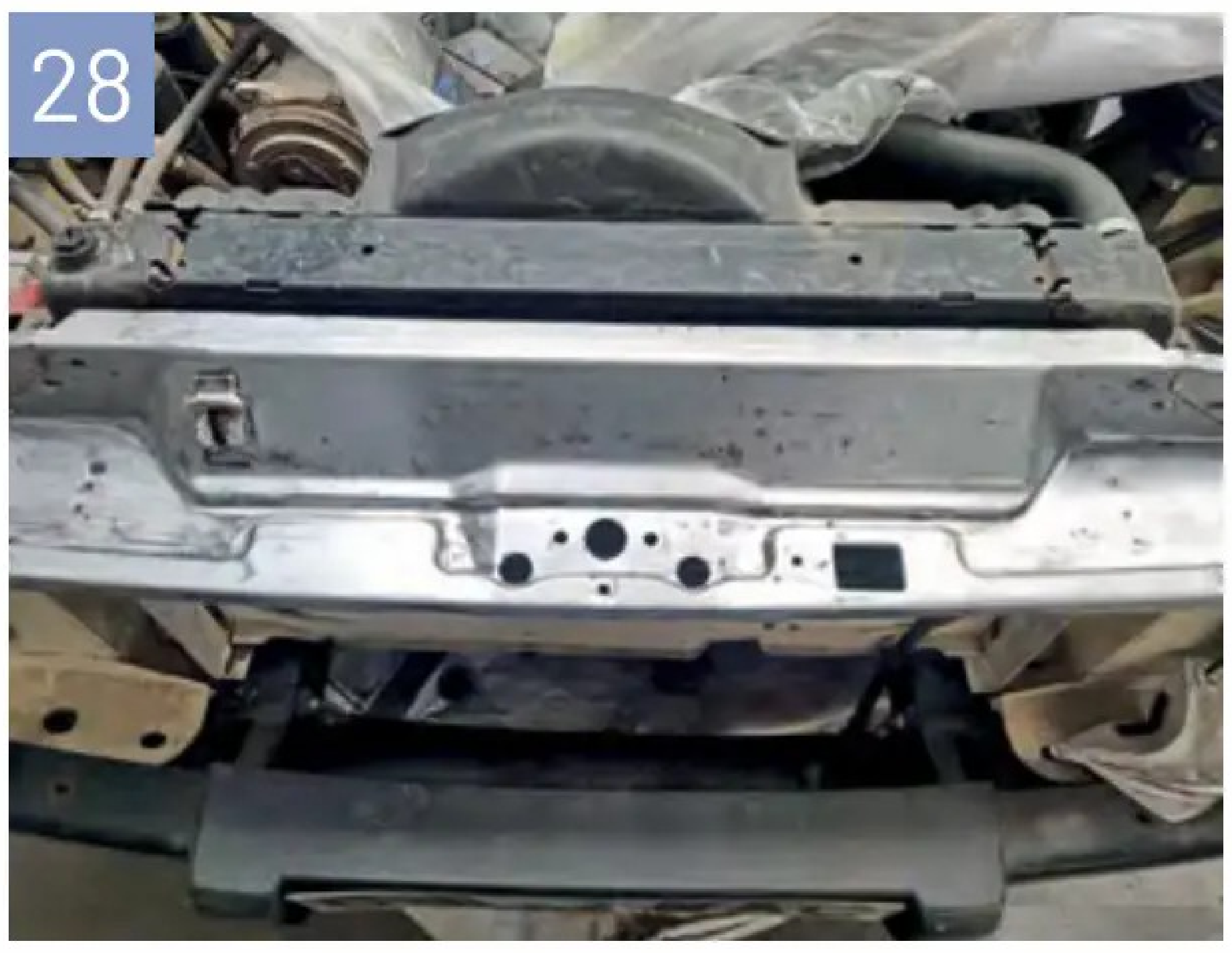
Same area after filling and priming

27



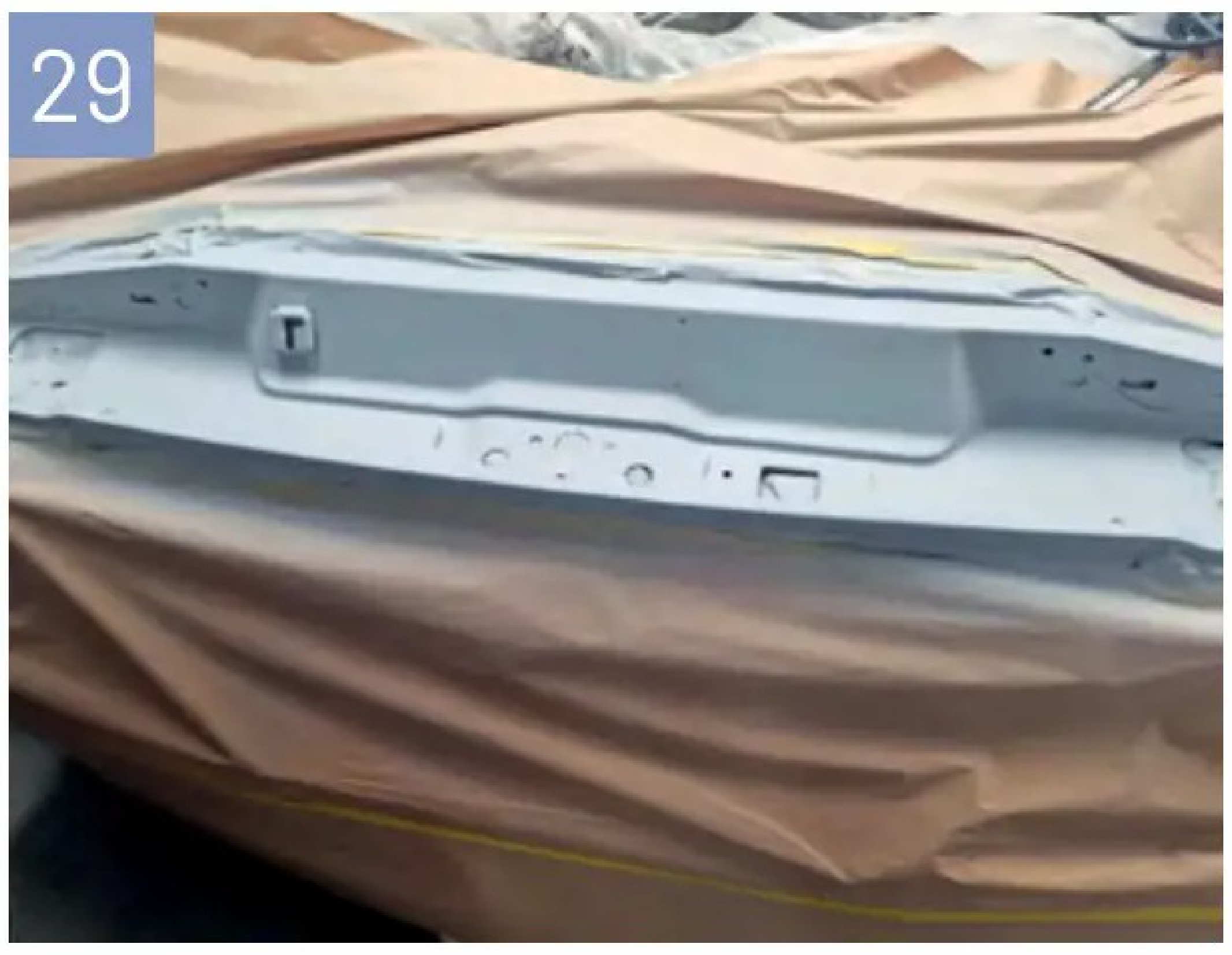
Looking good as new with sealer in all the gutter crevices to ensure moisture stays out. Pre-production vehicles didn't have gutter sealant, hence the common roof rot

28



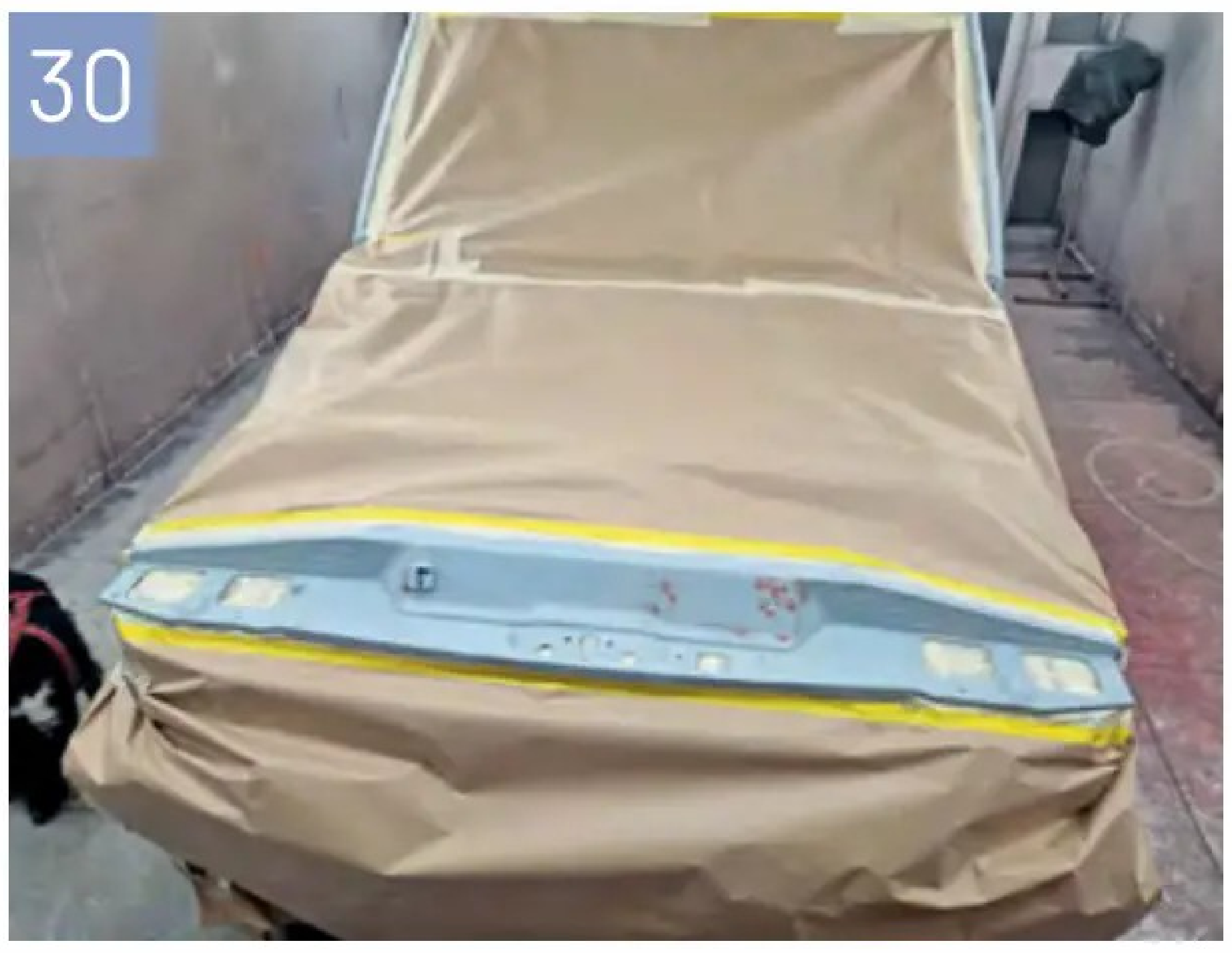
Slam panel taken back to bare metal

29



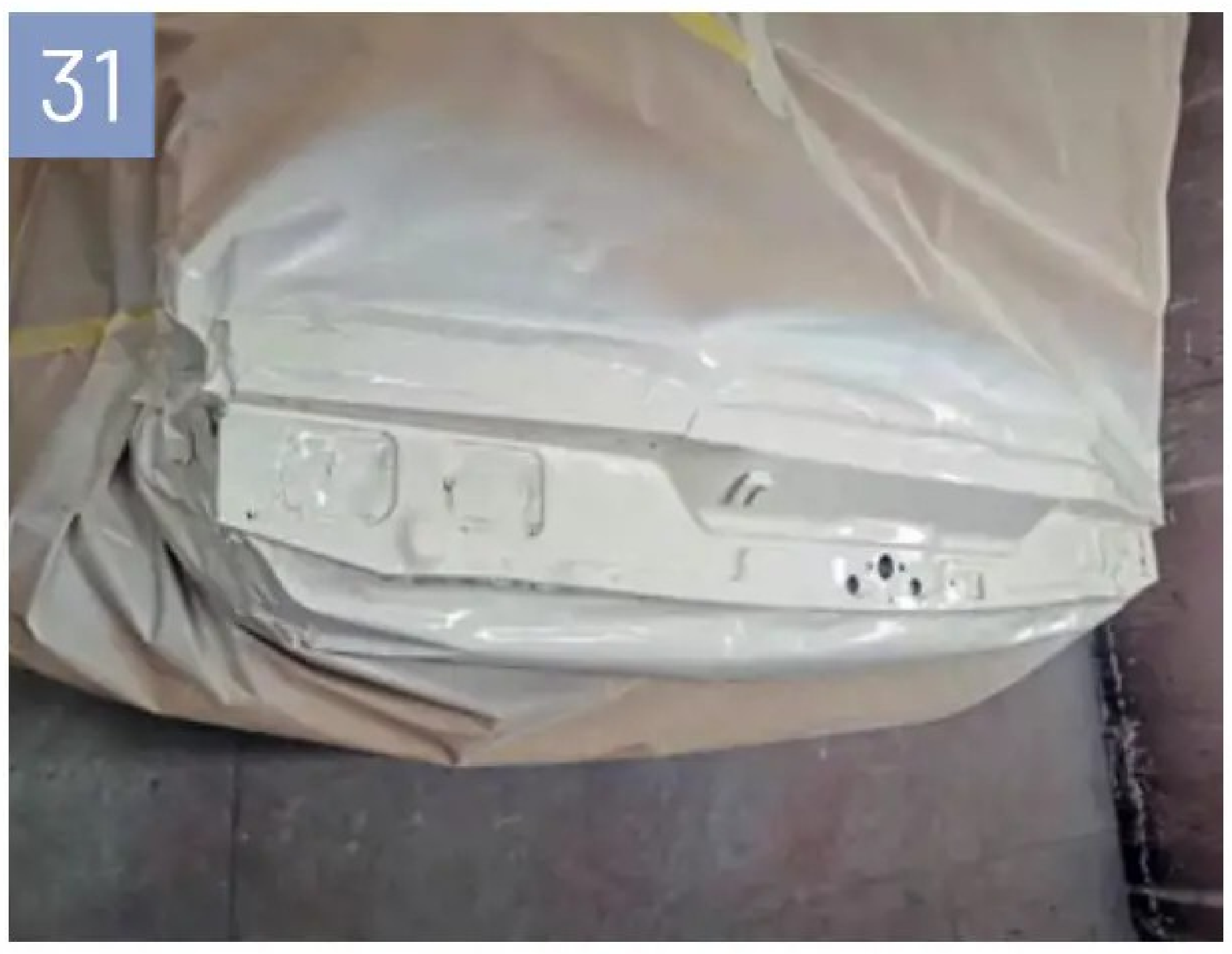
Slam panel in primer

30



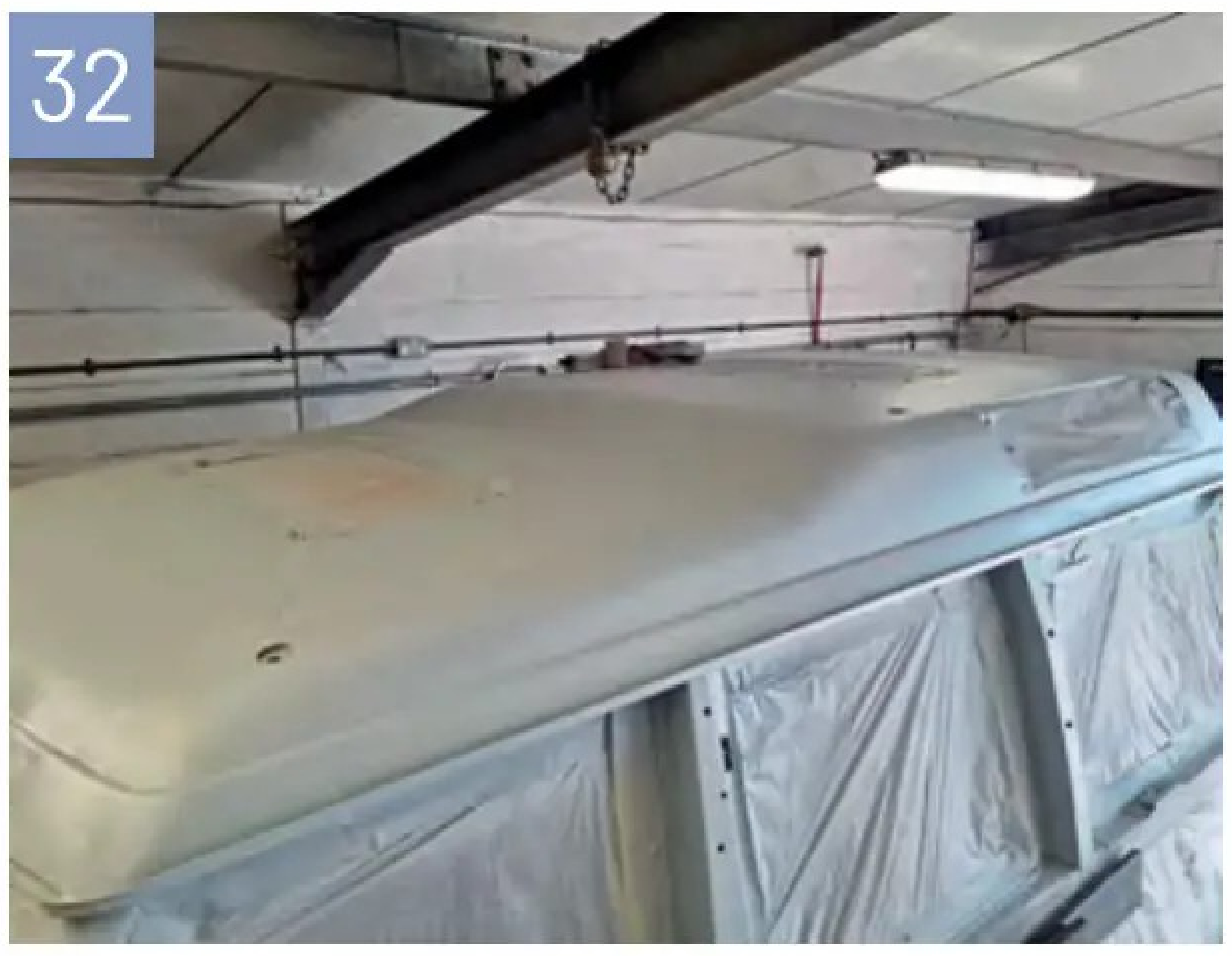
Vehicle masked up for final top coat on the small panel

31



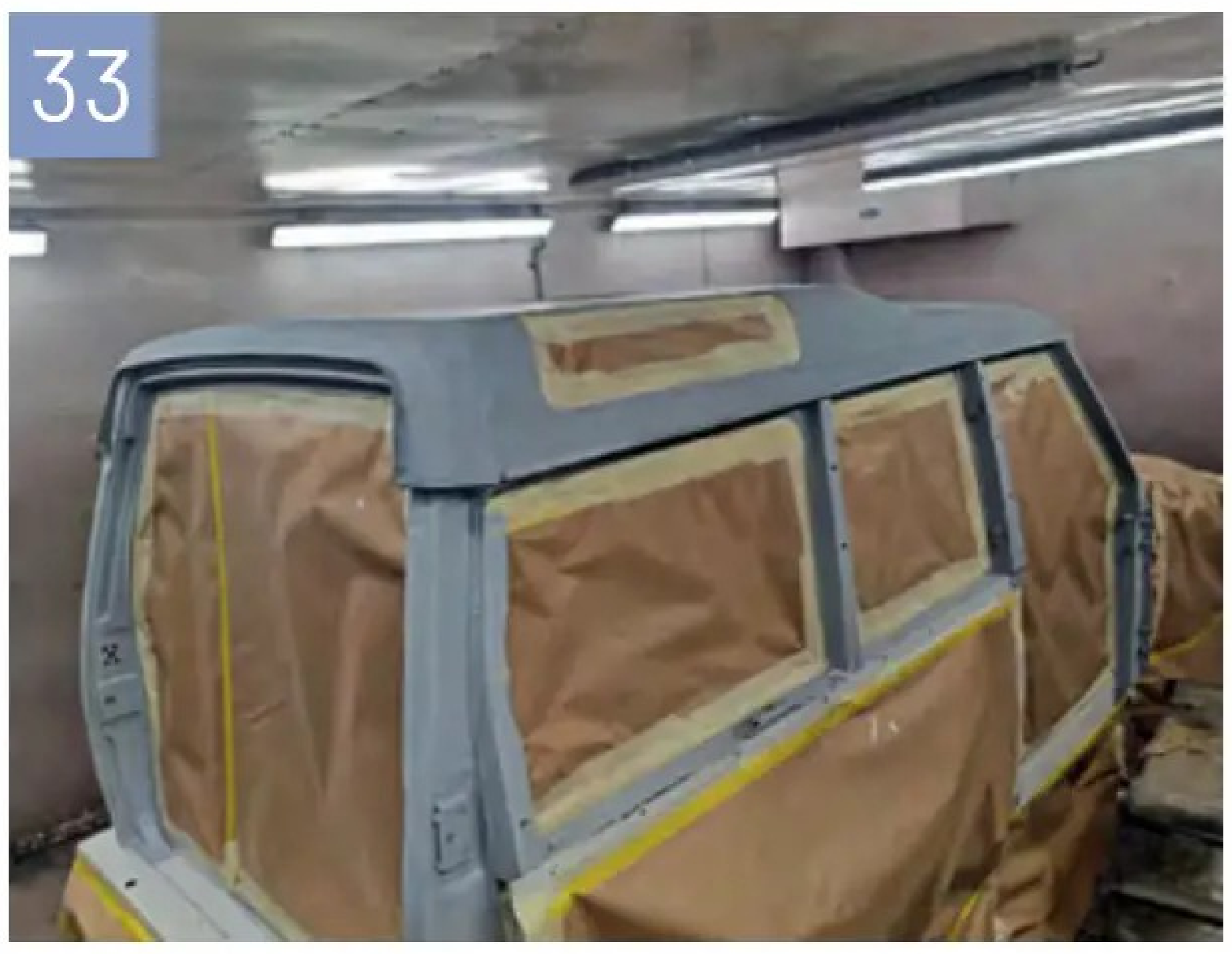
And finally finished. I will ensure all the reusable decals go back to the original location

32



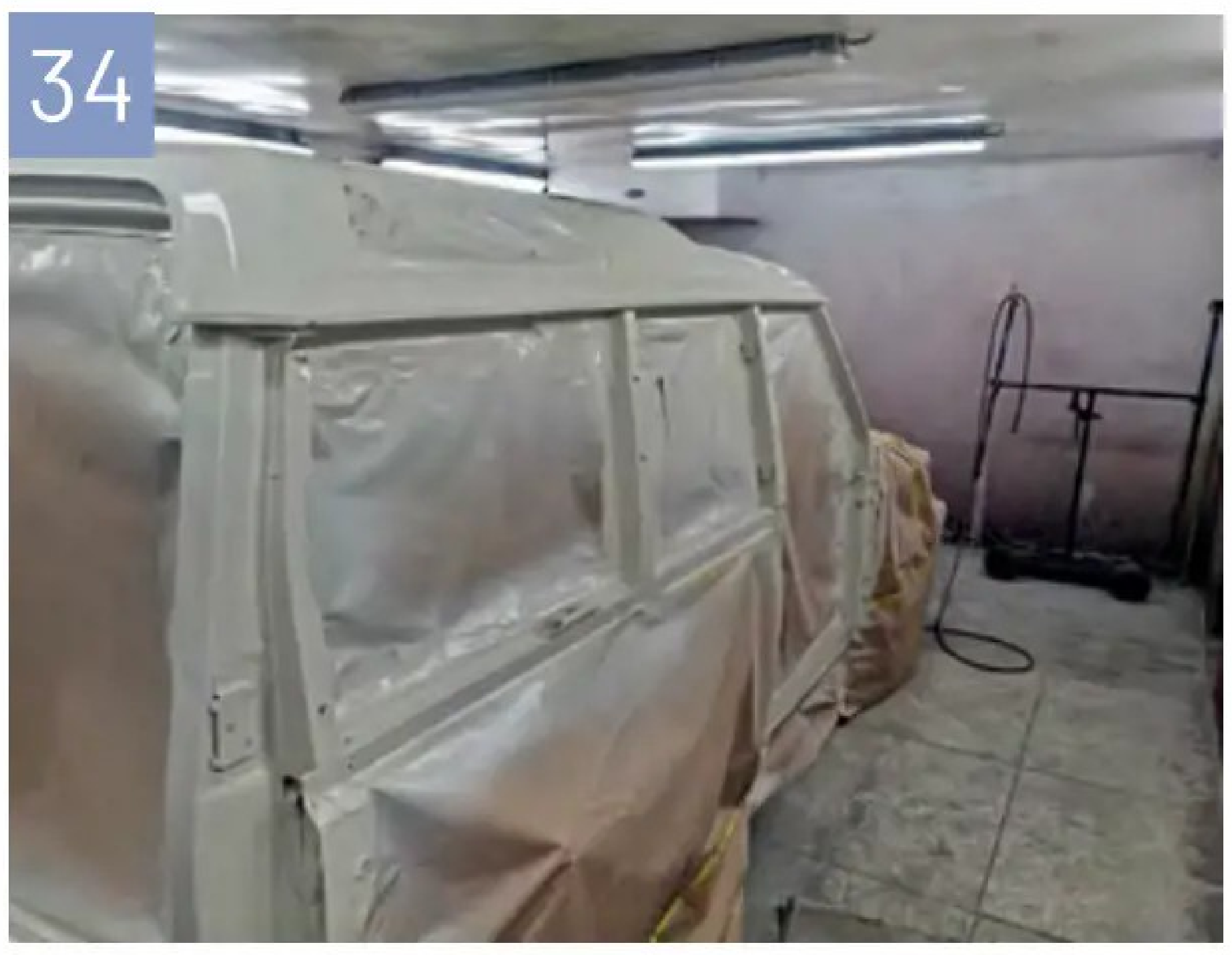
The roof was stripped back to bare metal and all the ancillaries were removed – here it's just in the first coat of epoxy primer

33



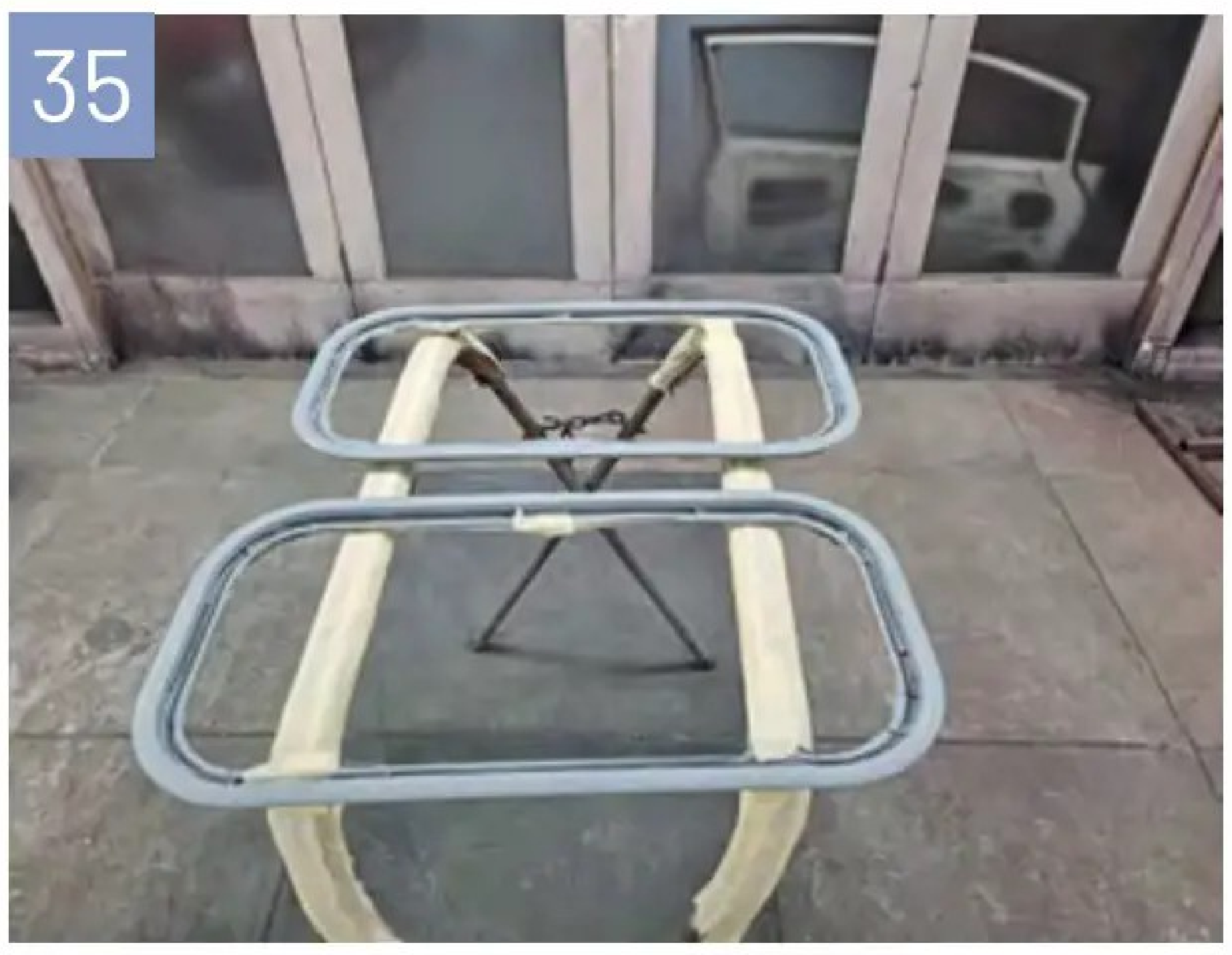
In the main spray booth with the final coat of primer on

34



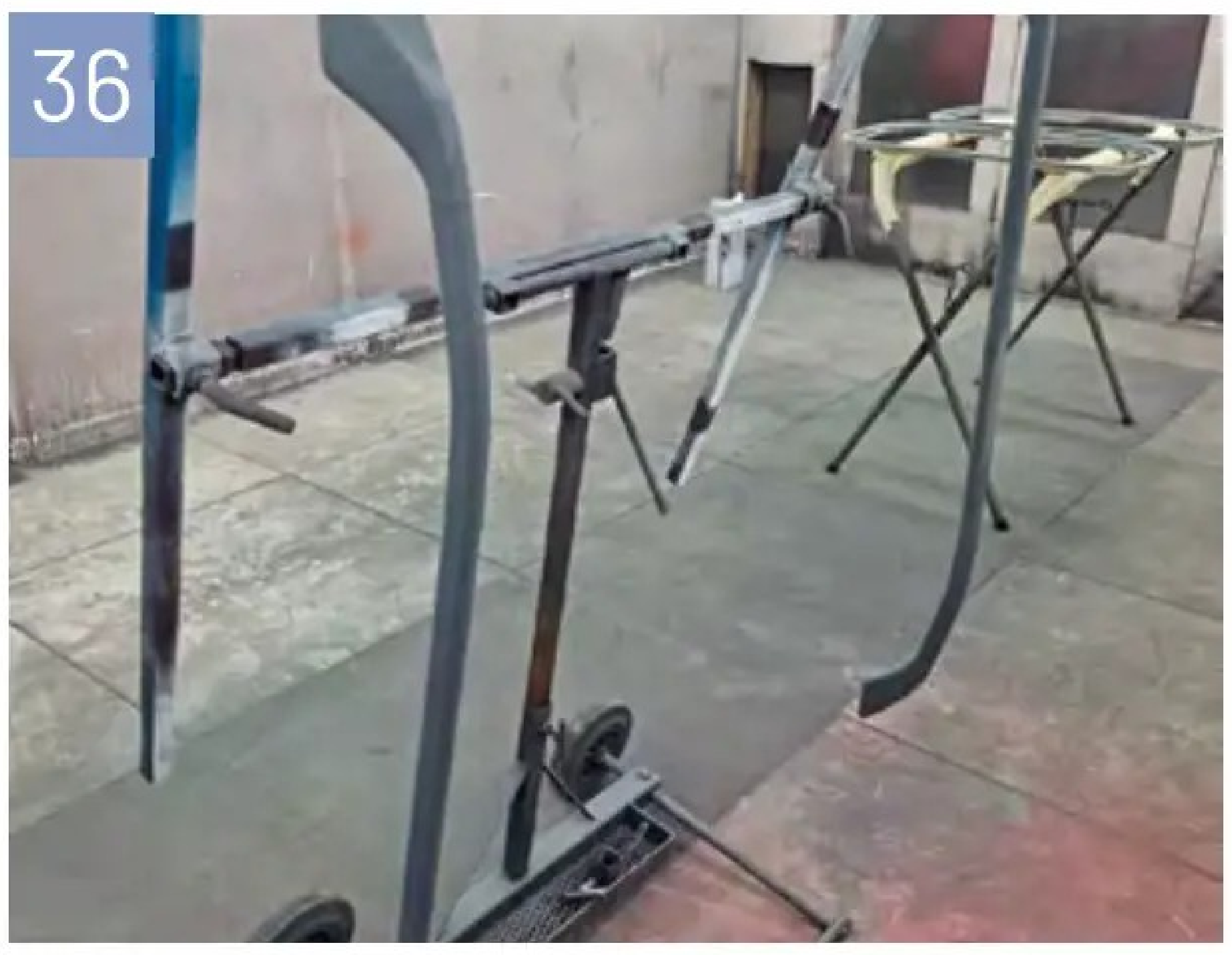
And finally, the top coat of Davos White on the roof, pillars and door jambs – it's going to be stunning

35



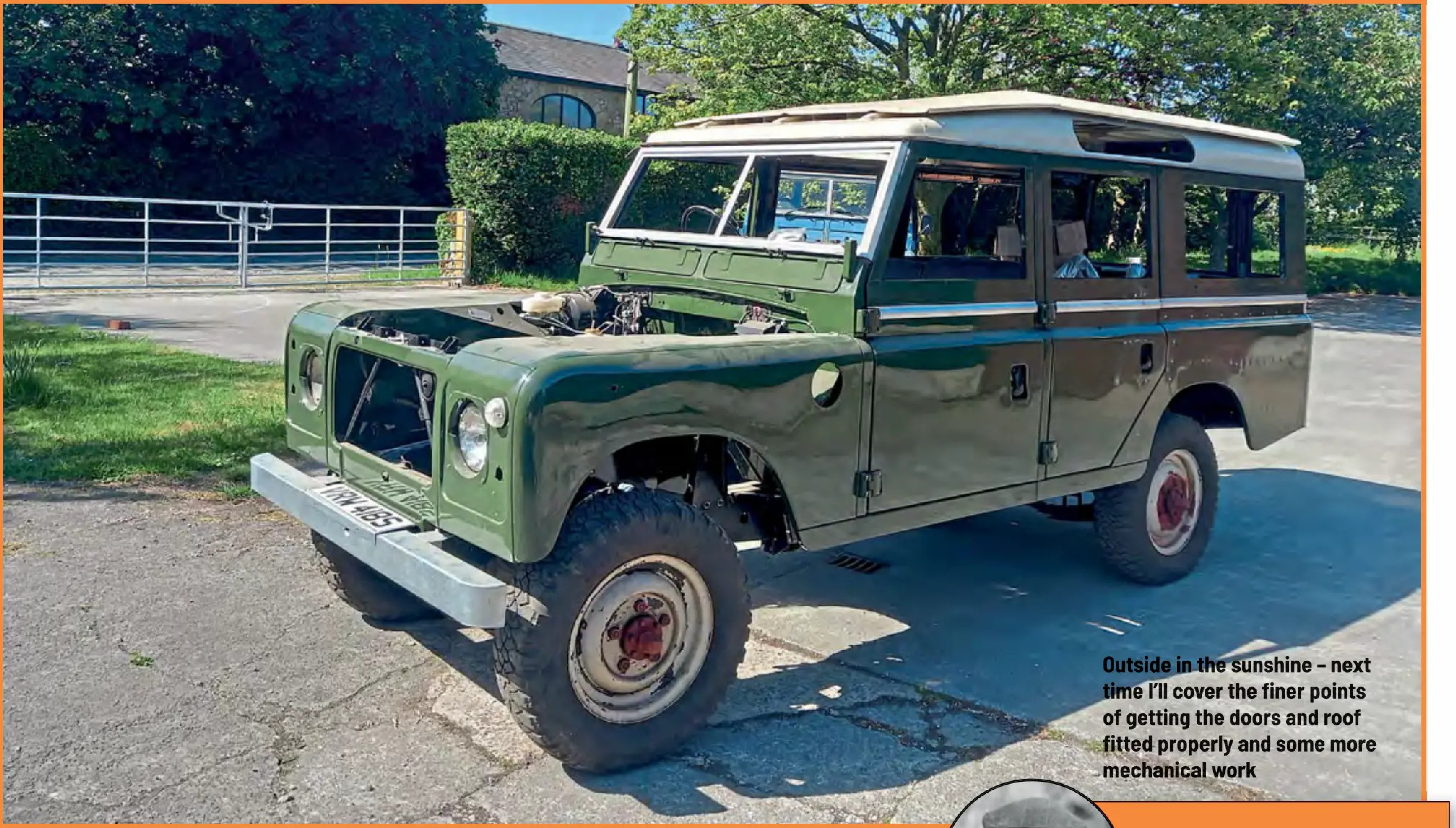
Sunroof frames stripped and in primer

36



Roof rails were taken back to bare aluminium before priming. They will be finished in black

IN ASSOCIATION WITH BRITPART
The quality parts for Land Rovers



Outside in the sunshine – next time I'll cover the finer points of getting the doors and roof fitted properly and some more mechanical work

LOOM WITH A VIEW

Emrys Kirby does a resume of a range of background jobs carried out in recent months including restoring the wiring loom

EMRYS KIRBY

DIFFICULTY: ● ● ●

TIME ALLOWED: APPROXIMATELY A WEEK ON AND OFF

COST: N/A

WORDS AND PICTURES **EMRYS KIRBY**

In the last issue, I covered restoring the internals of the front axle, as well as piping up the braking system and more work on dressing the bulkhead.

In this month's update, I'm looking back at some smaller but essential jobs carried out on an as-and-when time allowed basis.

As I've mentioned many times before, I'm trying to either restore the original components where viable, and when this is not possible, I've been trawling eBay and Facebook Marketplace for genuine, age-appropriate parts.

The main focus of this update is restoring the wiring loom, sorting out a range of original interior fittings and fixtures and gathering together the correct electrical ancillaries to build an authentic vehicle.

VRW is one of the later Stage 1 prototypes, but as regular readers will have seen, it is still full of prototype parts.

Some are very close to production specification, but others were one-off, handmade items before press tools were available. The wiring loom is pretty close to production specification, but it is different to that on RHP 175R, my other, earlier prototype.

I could have taken the easier (more expensive) route and ordered a new one from Autosparks, but it would not have been a perfect match and wouldn't have included the extra parts for the split charge system.

Both RHP and VRW had split charge systems, and it appears to have been common on development vehicles. While VRW's loom wasn't in terrible condition, I had to re-wrap it, repair a few areas of damage and poor repairs and remake many of the terminals.

VRW was also missing several lights or had been fitted with generic aftermarket units. Aftermarket lights can be OK if they're in good condition, but I'm trying to be as authentic as possible, so I've been trawling through my boxes of spares and online, finding the correct Lucas lamps.

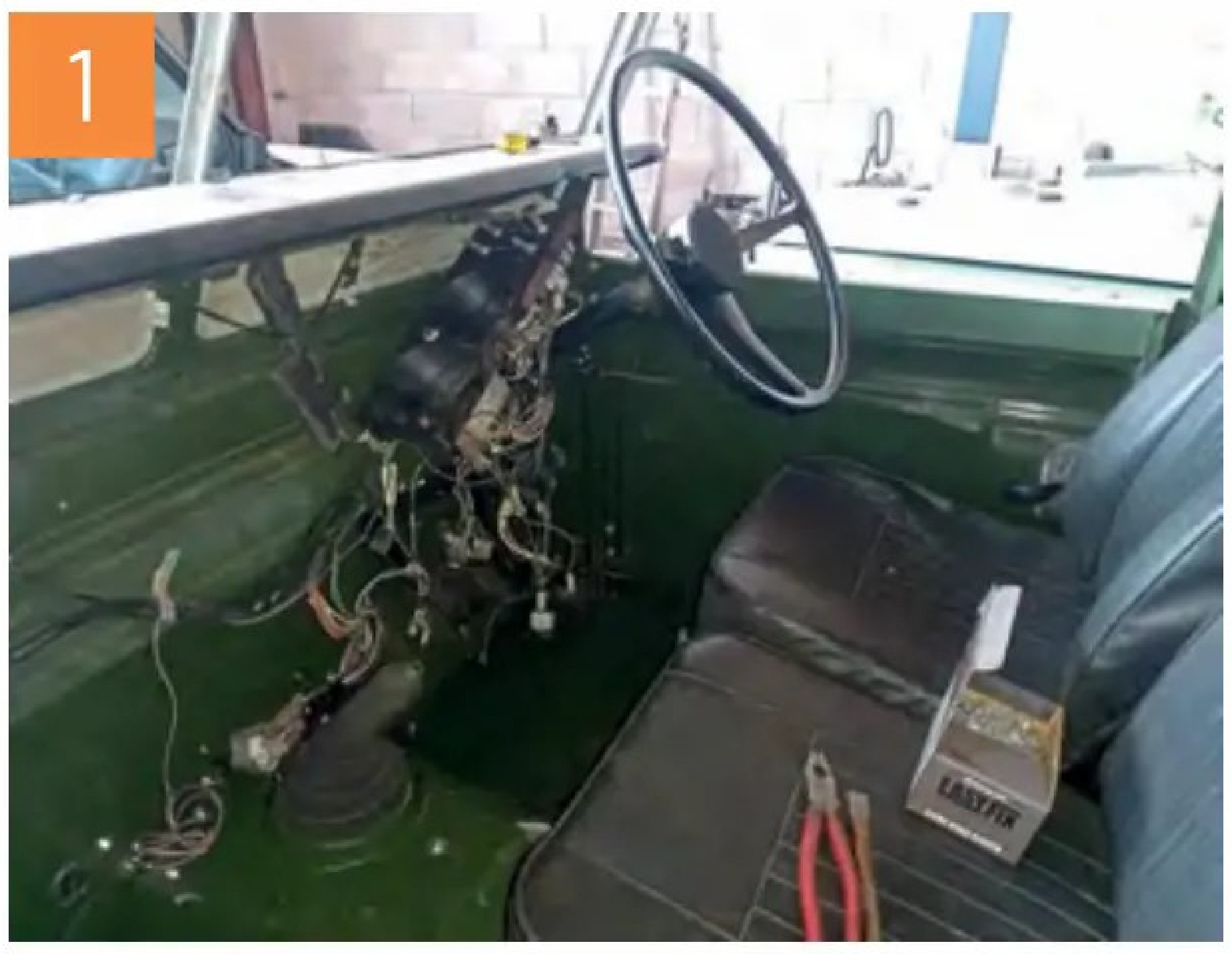
I've taken time to find the correct metal bases with rubber backings, both for historical accuracy and longevity. This has included metal headlamp backing bowls, genuine NOS headlamp harnesses, a good used Lucas L691 reversing lamp, a pair of Lucas-branded sealed beam units and a pair of side repeater indicators. Beyond the lights, I also got my hands on a NOS windscreen washer bottle and washer motor.

I've also turned my attention to areas of the interior, including the seats, dash, some trim and the steering wheel. The wheel was in typical horrible condition, but a local motorbike paintwork specialist agreed to take it on and has done an amazing job of restoring it and the centre cap.

I restored the bottoms of the seat bases, but I have accepted that the deluxe seats will have a worn-in look – I'd rather the originals than new aftermarket ones.

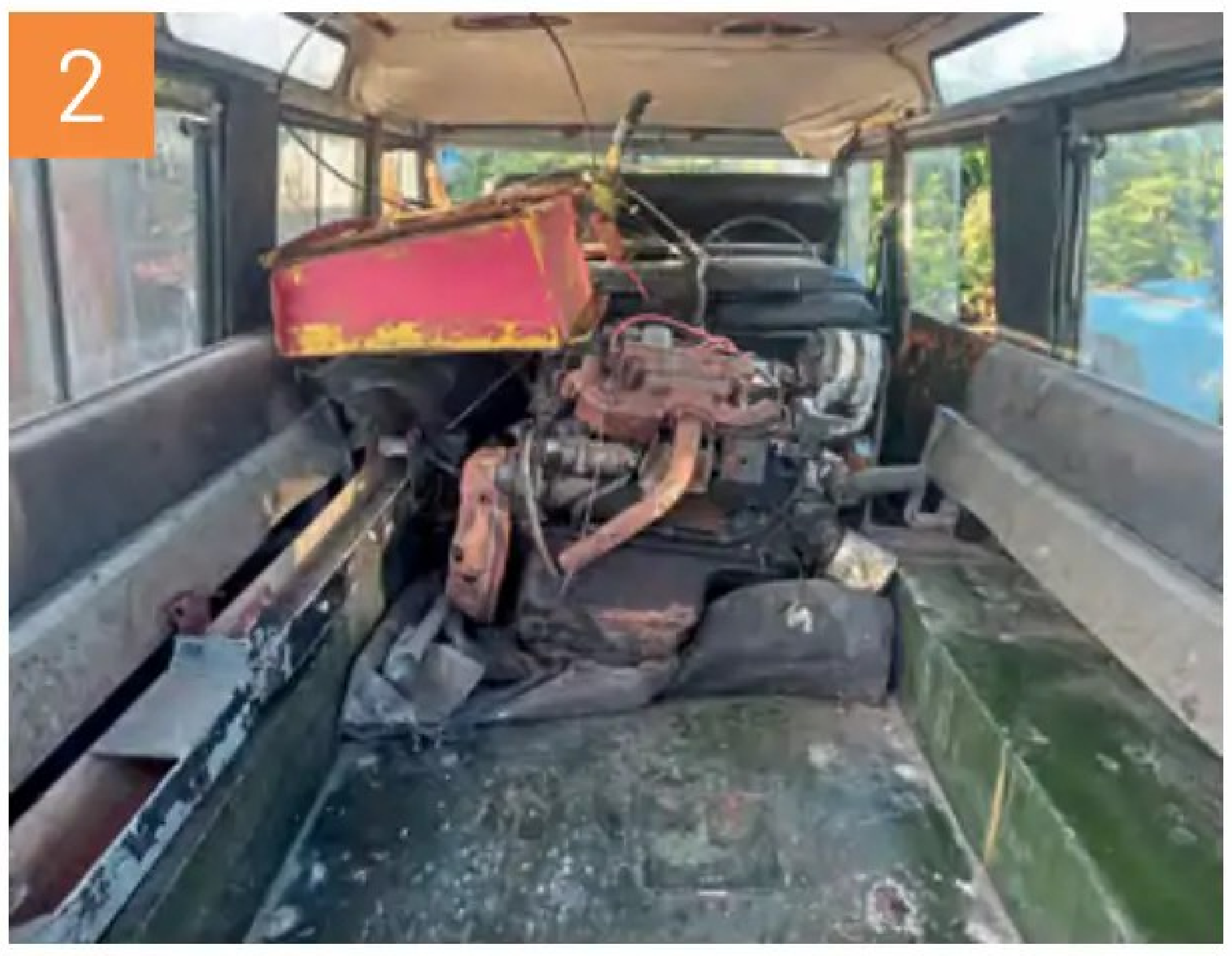
Next month, I'll be covering a few more of the time-consuming jobs to ensure the lovely restored bodywork is fitting properly, as well as looking forward to restoring a gearbox and engine for it. CLR

1



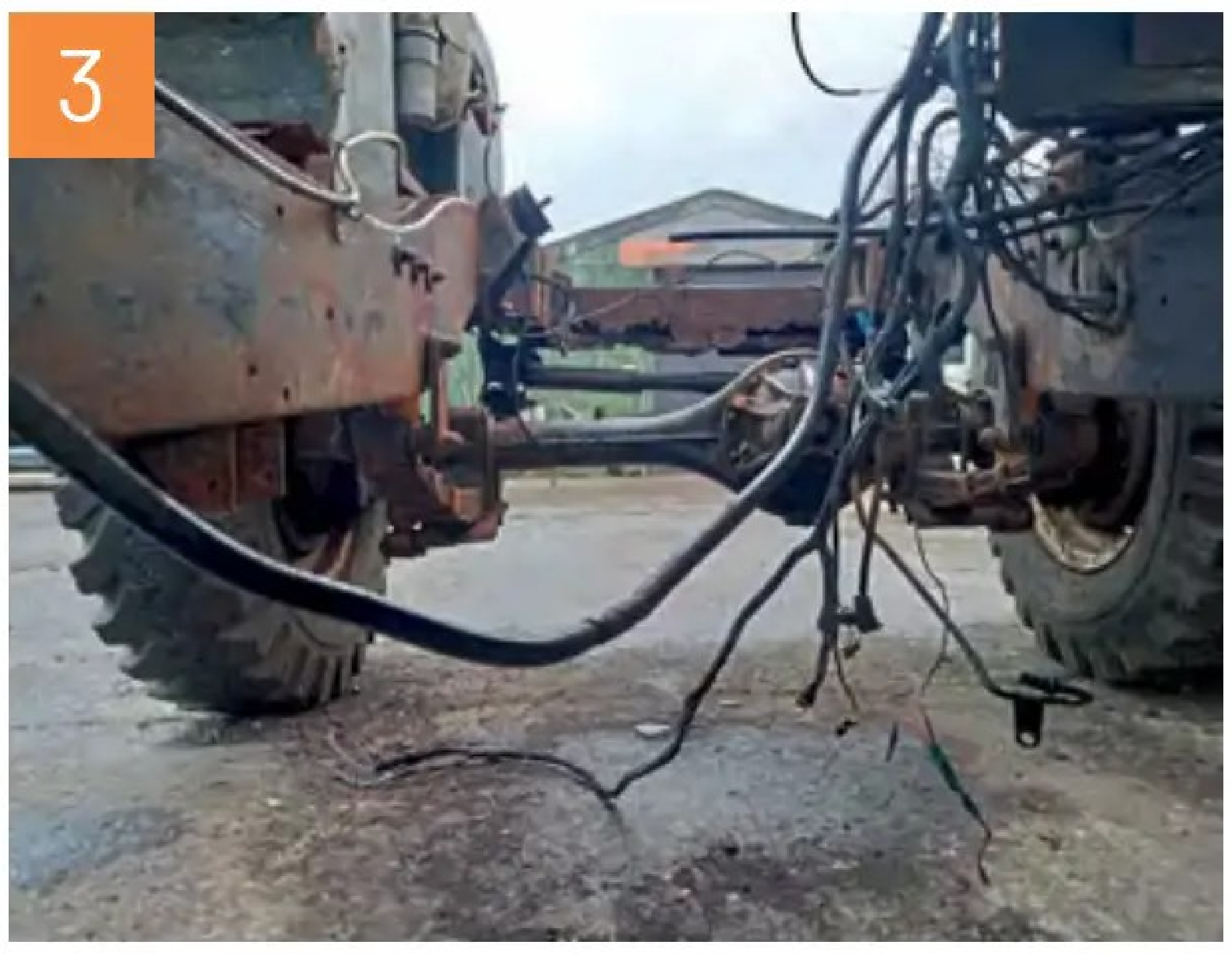
Interior starting to take shape with the repaired dash, loom and front seats roughed in place

2



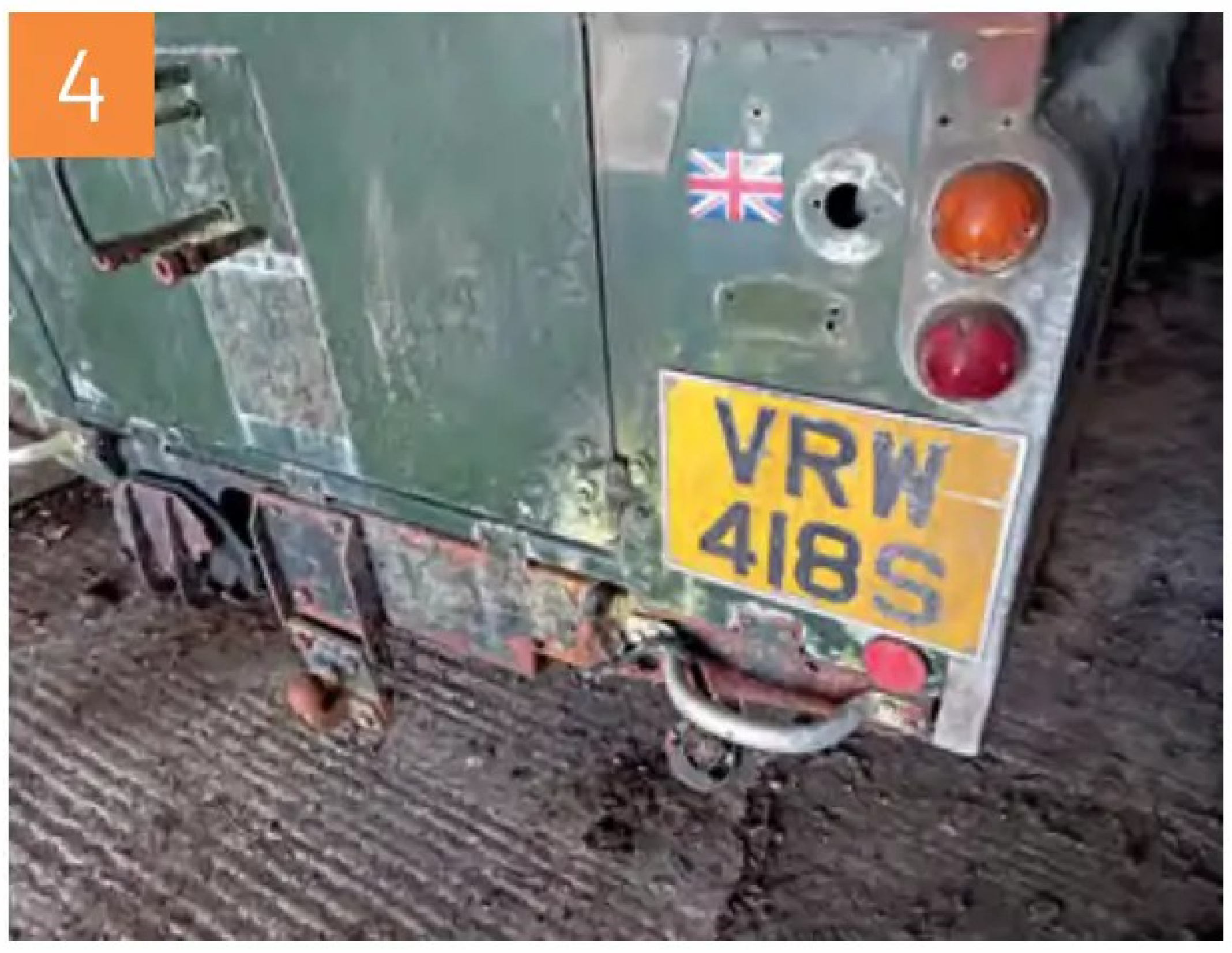
As I bought it with much of the interior trim piled up in the back

3



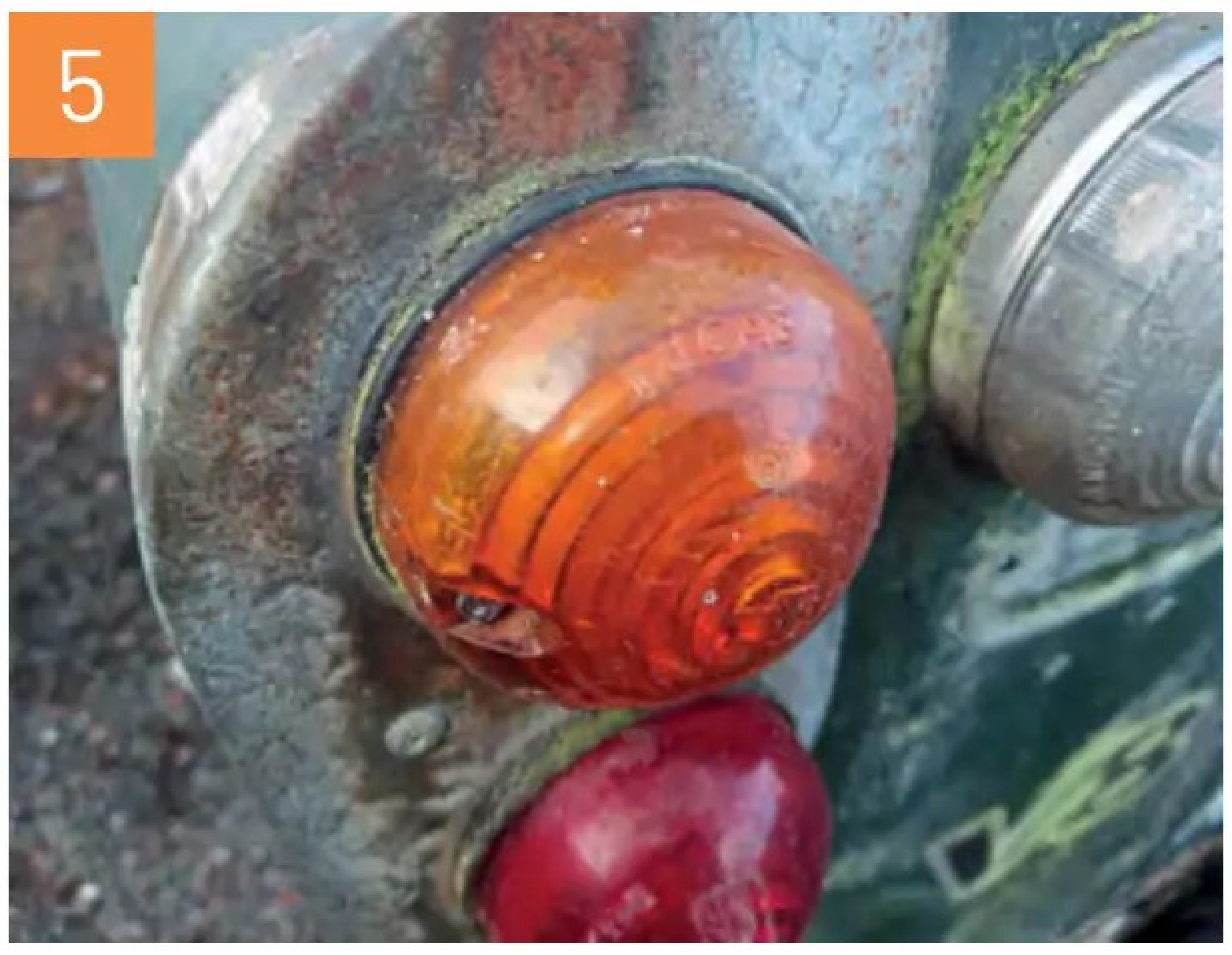
The old wiring loom was hanging loose after various key parts had been stripped off in the past

4



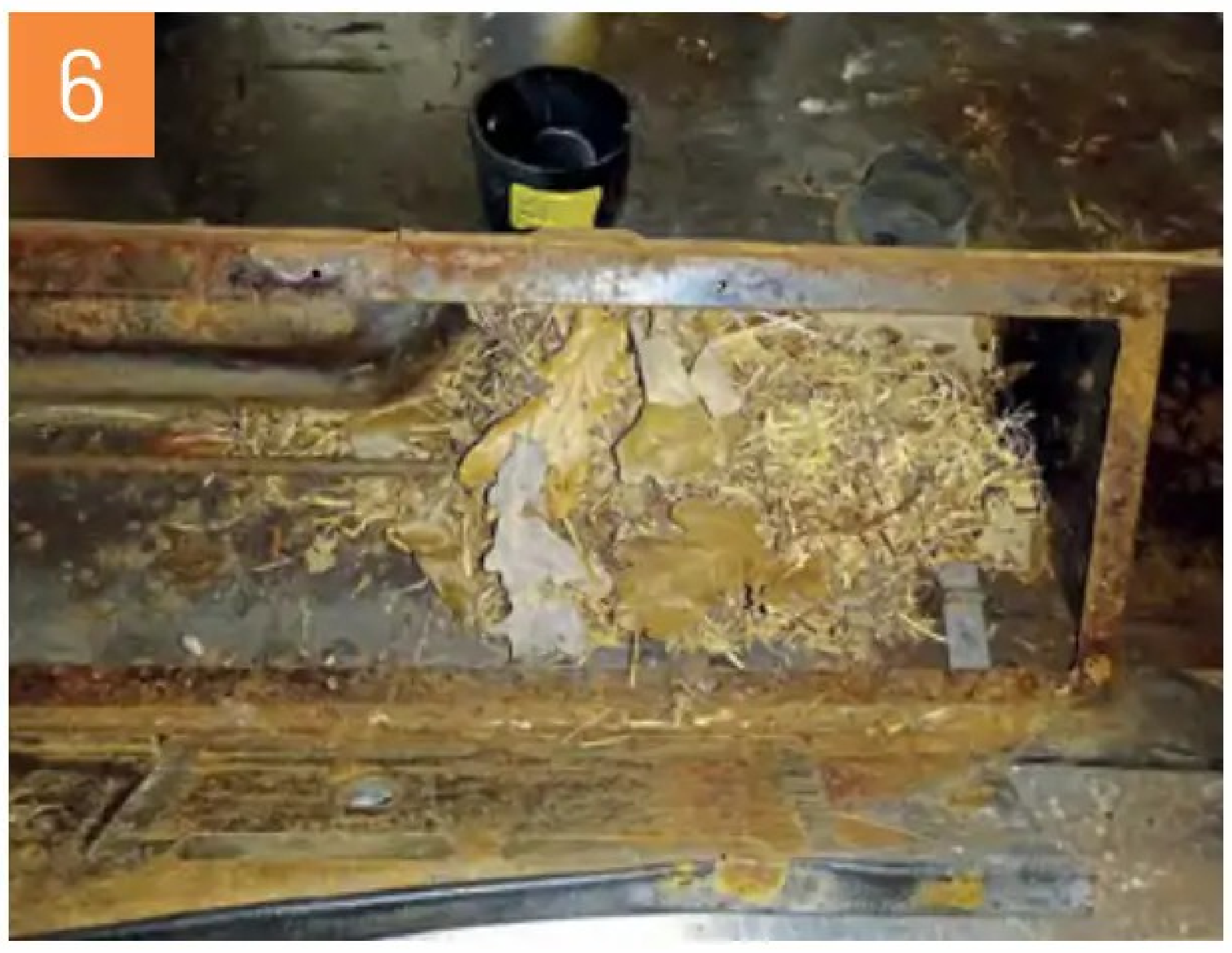
Some of the original rear lights had been removed and there were a couple of aftermarket replacements

5



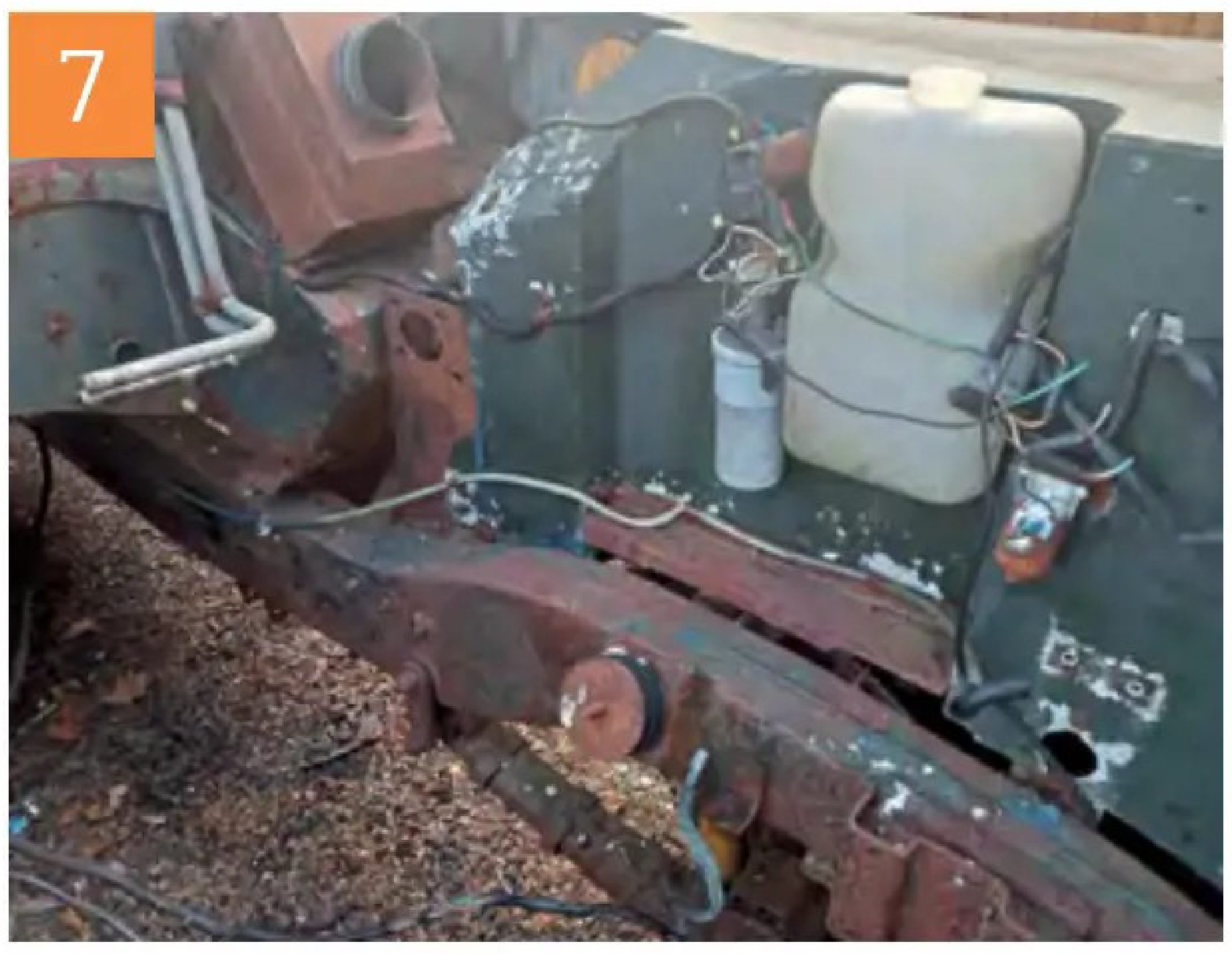
That's what I like to see - a genuine Lucas-branded light lens

6



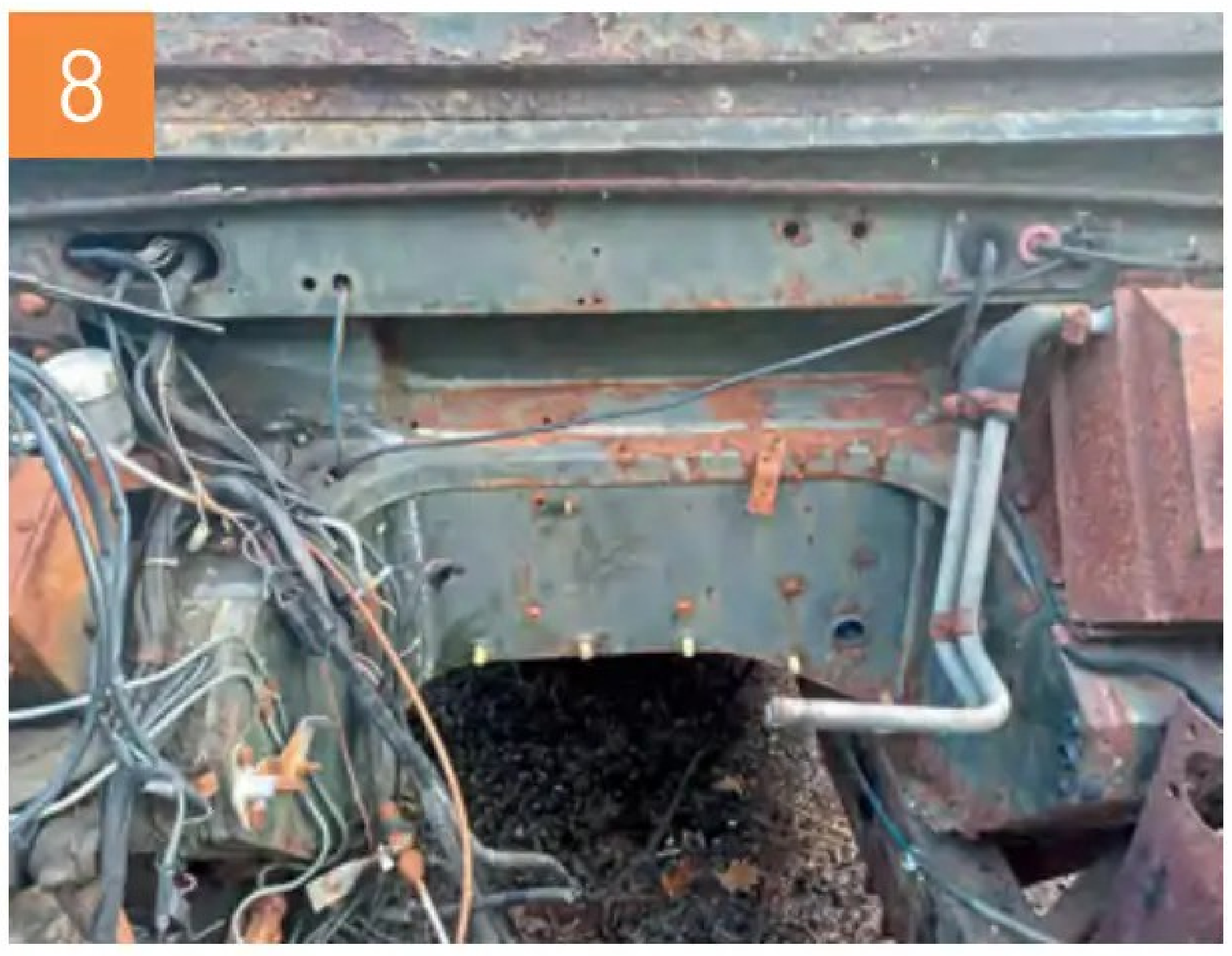
Stripping the dash out revealed a birds nest in the heater box but the steel is actually solid

7



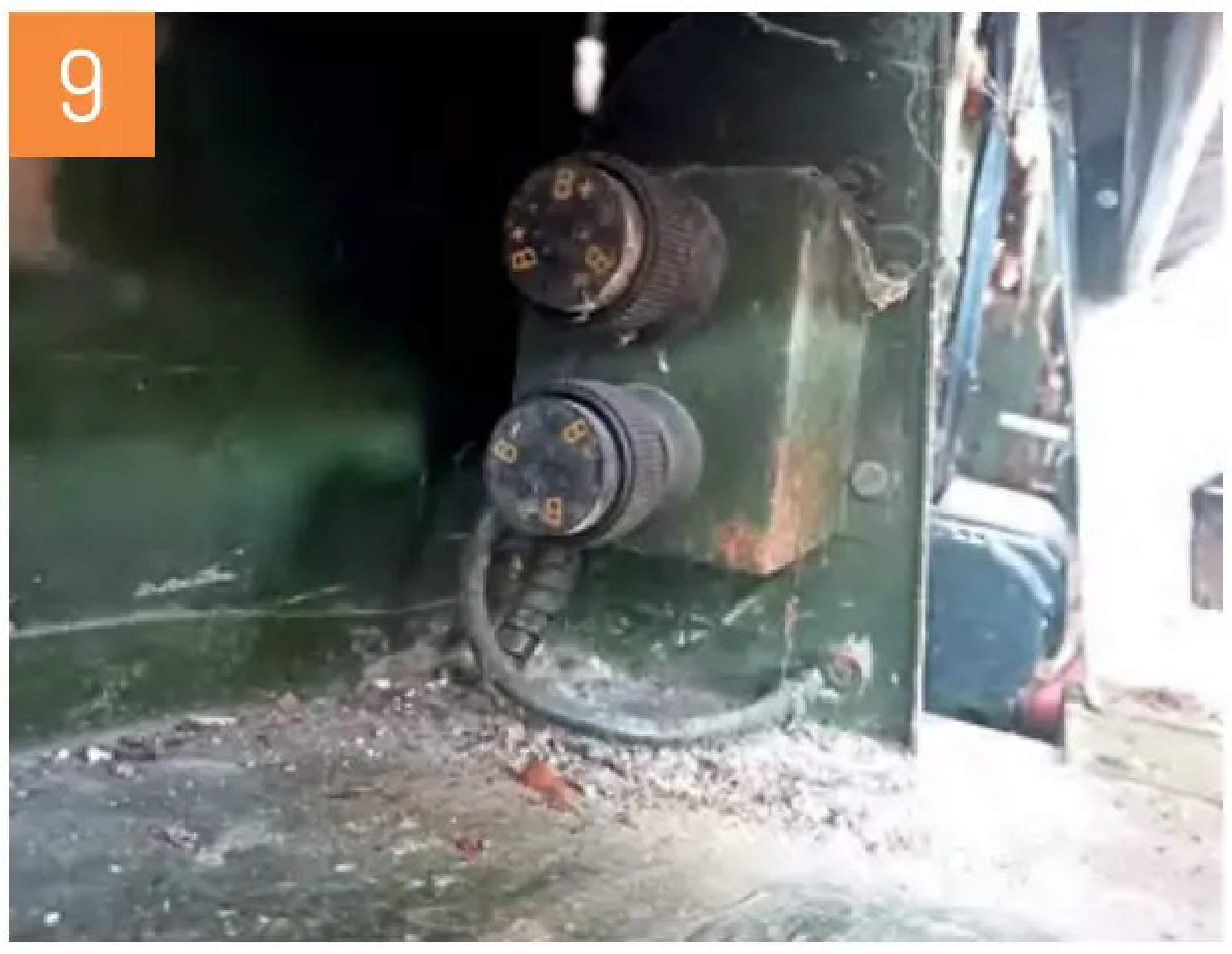
The original washer bottle had become fragile through UV exposure from being outside with the bonnet off

8



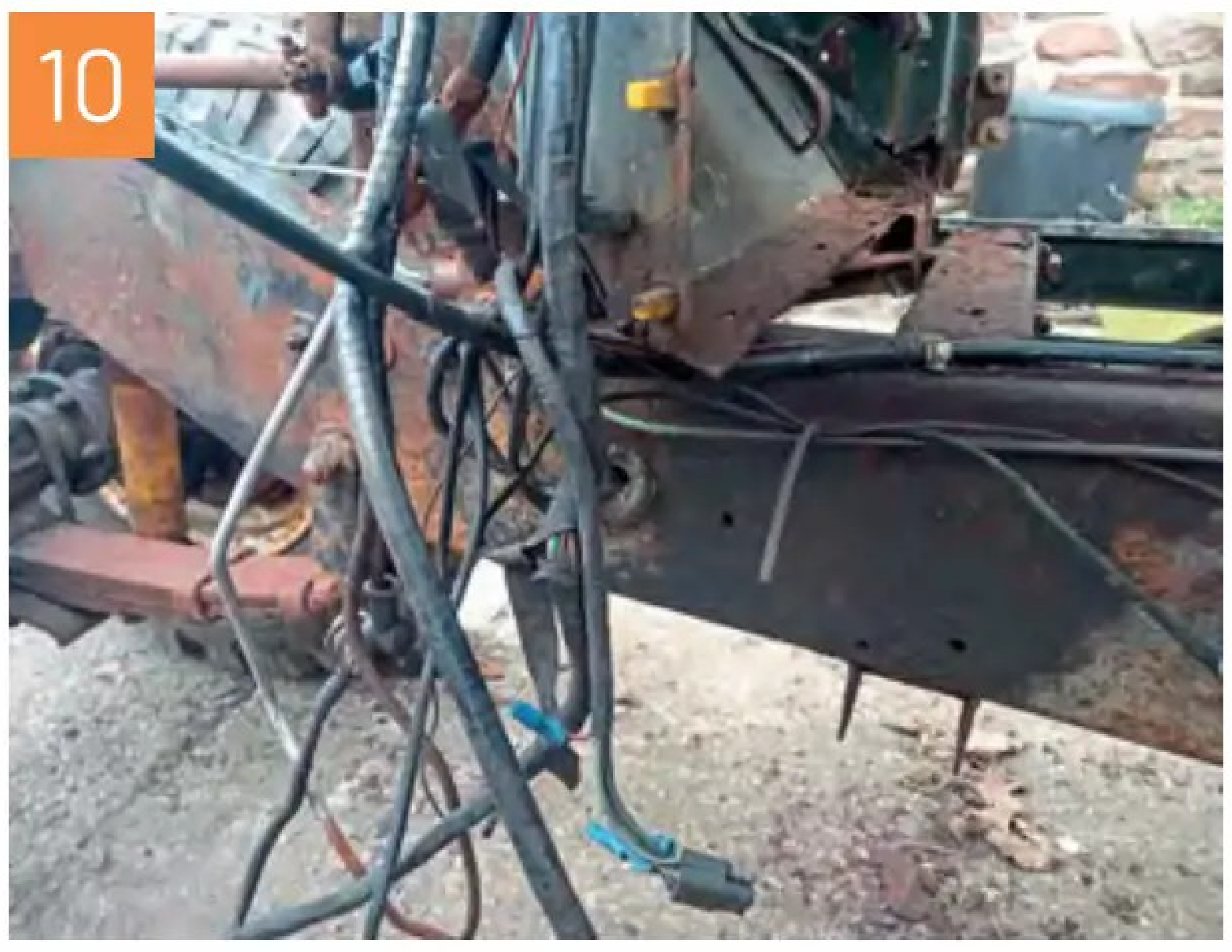
Main loom was mostly complete but all the terminals had tarnished and the spade insulation plastic had gone brittle

9



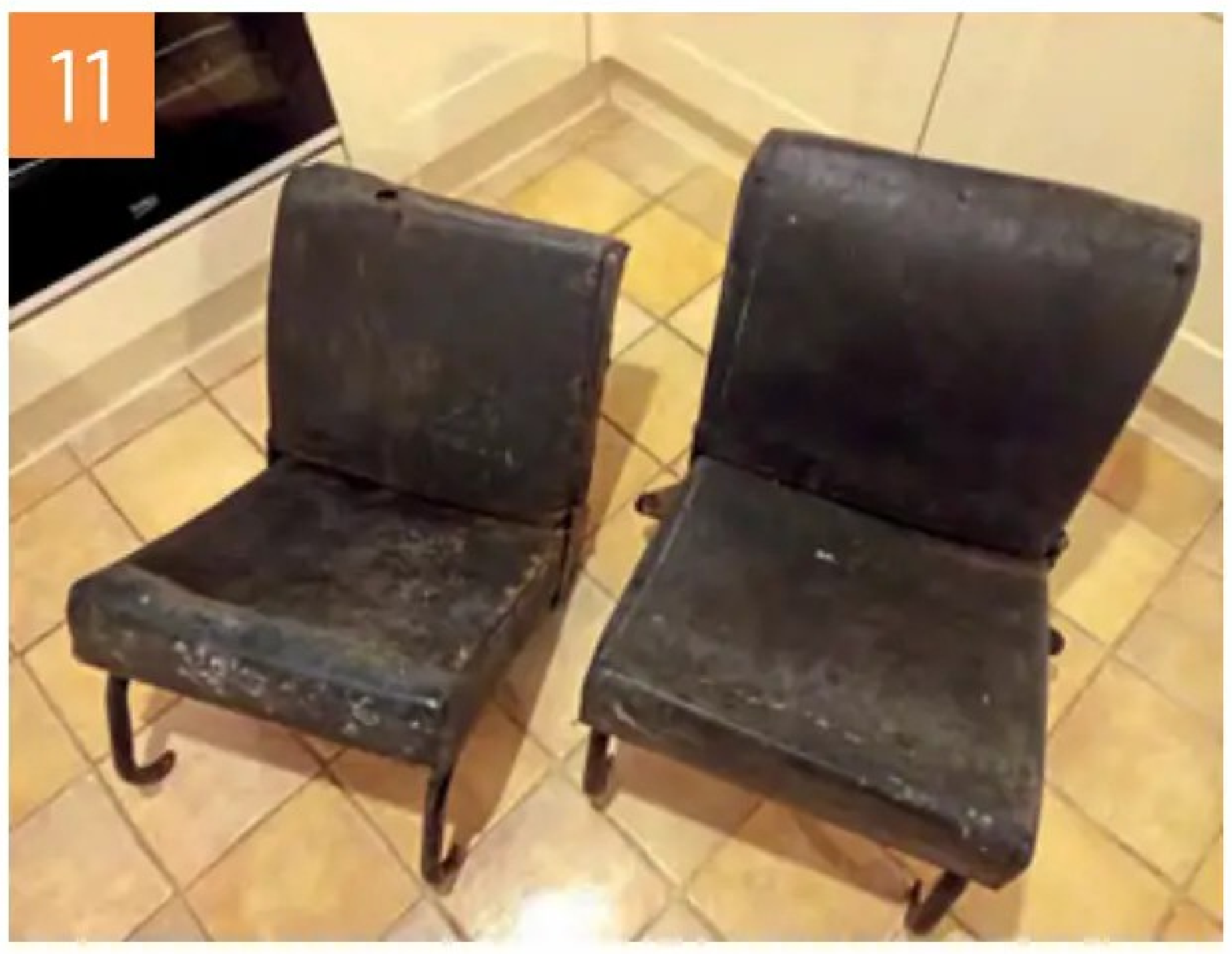
The split charge terminal box – a common feature on many development vehicles

10



The large cables here are for the split charge system and were in solid condition

11



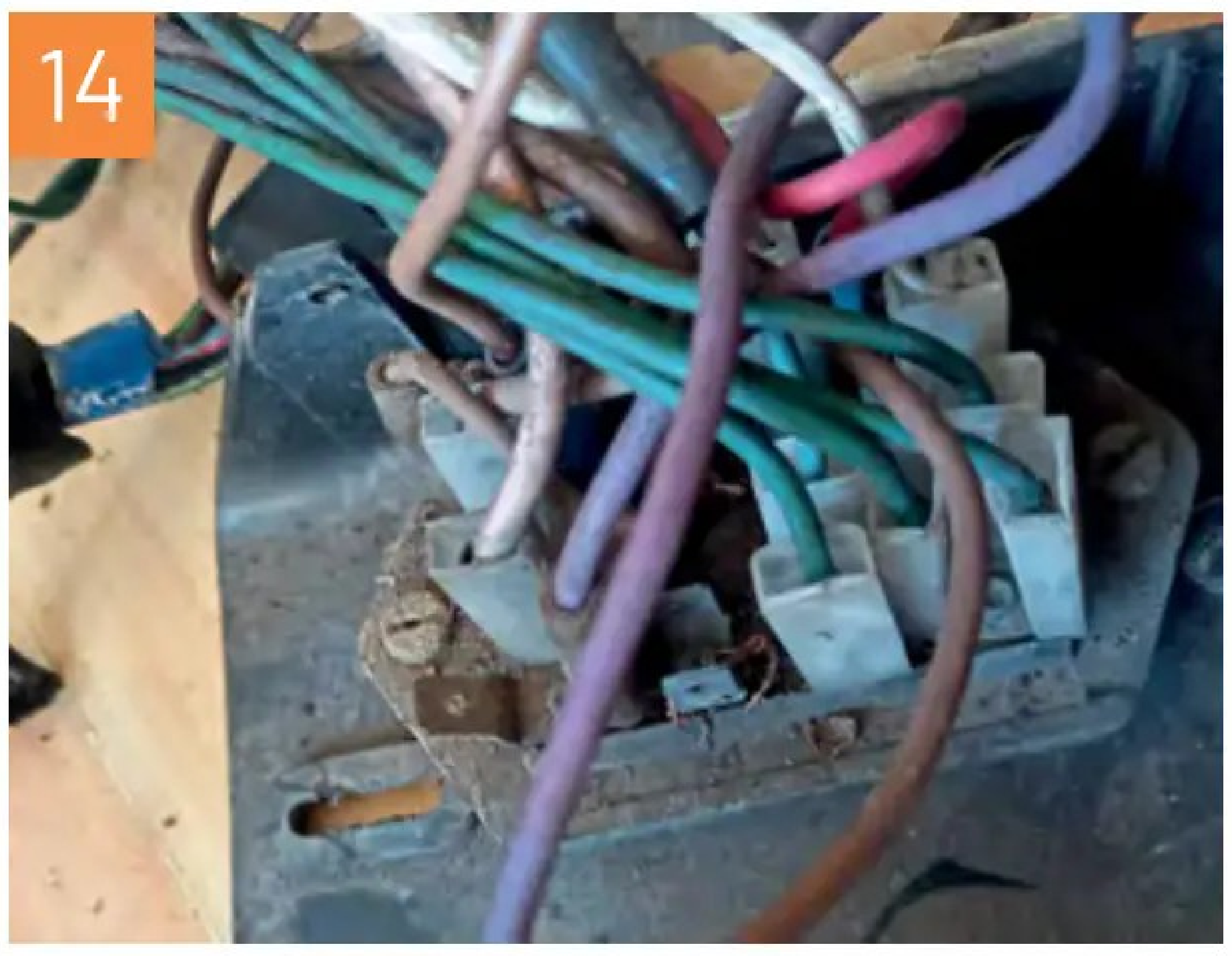
Second row seats will go again with a good clean up and I'll paint the steel frames

12

A fun evening activity – sussing out the condition of the main loom

13

My wife Lucinda helped out by cleaning the years of grime off the plastic sections



14

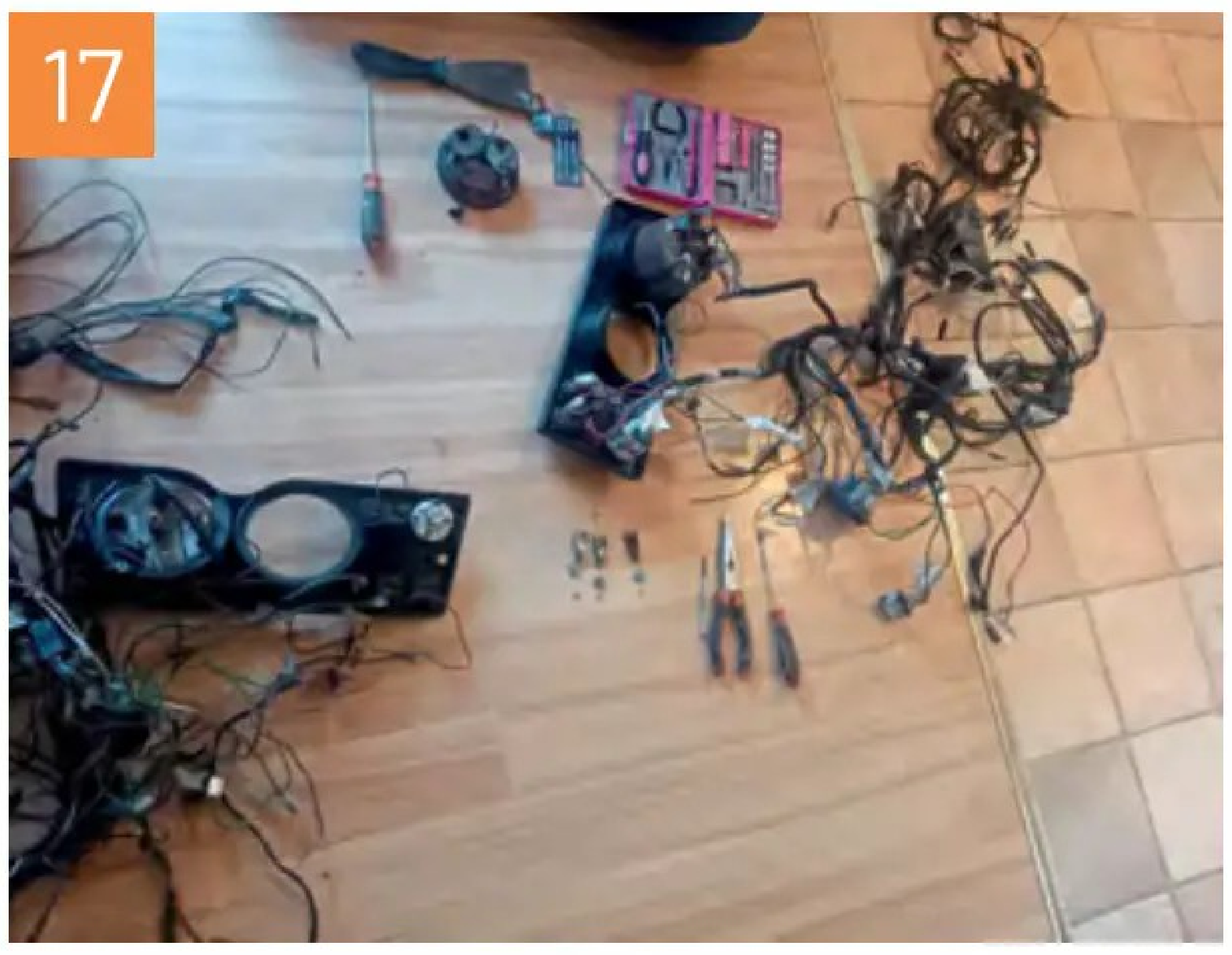
Fuse box terminals had tarnished, I actually gave them a very light sand blast to clean them

15

Spaghetti anyone? It took a while to lay out the shape of the loom to work out what did what

16

An unusual use for a washing machine door – holding a section of loom tight while I rewrap it

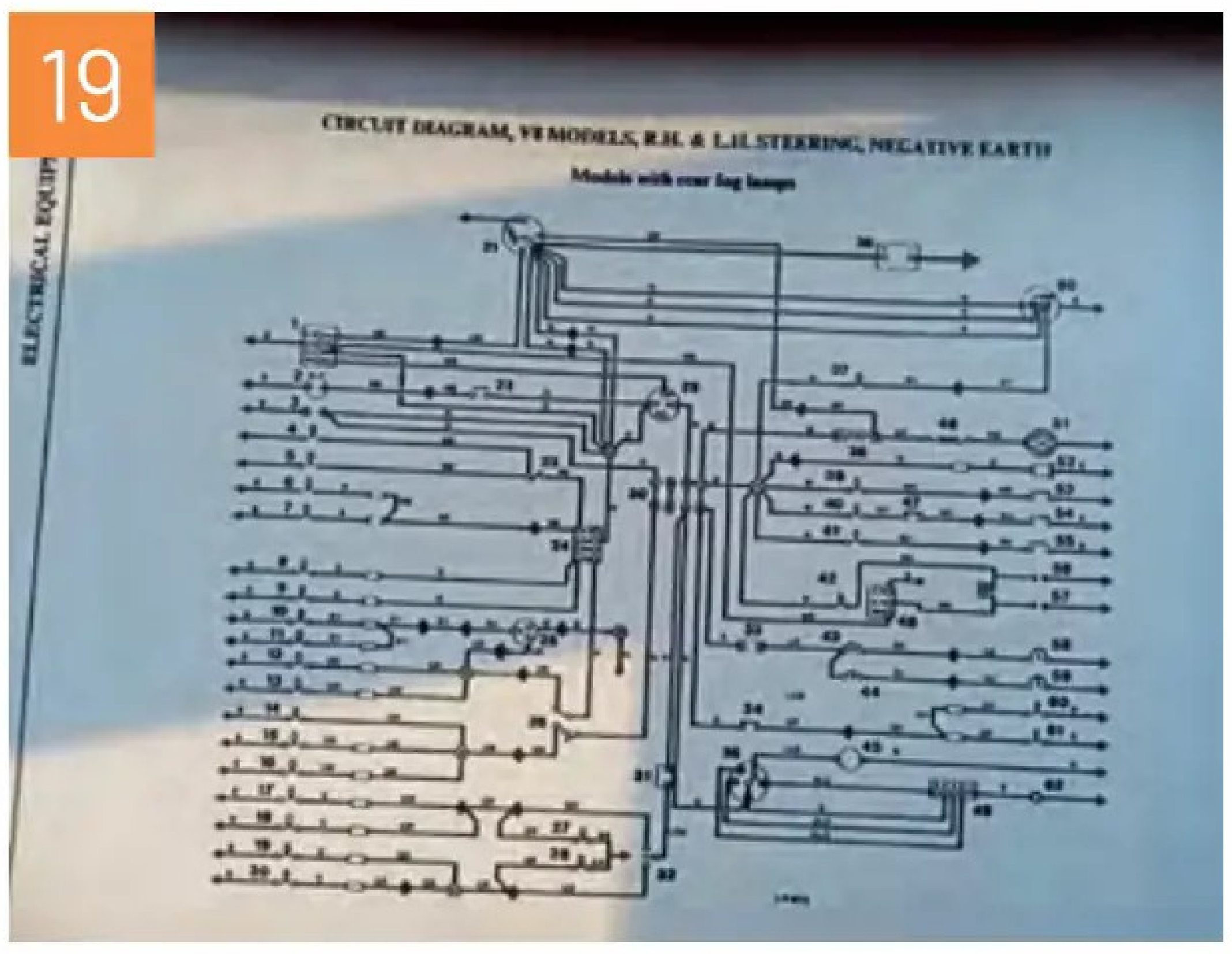


17

I had another dash loom from a four-cylinder model that I robbed for parts

18

Loom repaired, rewrapped and labelled up ready to refit

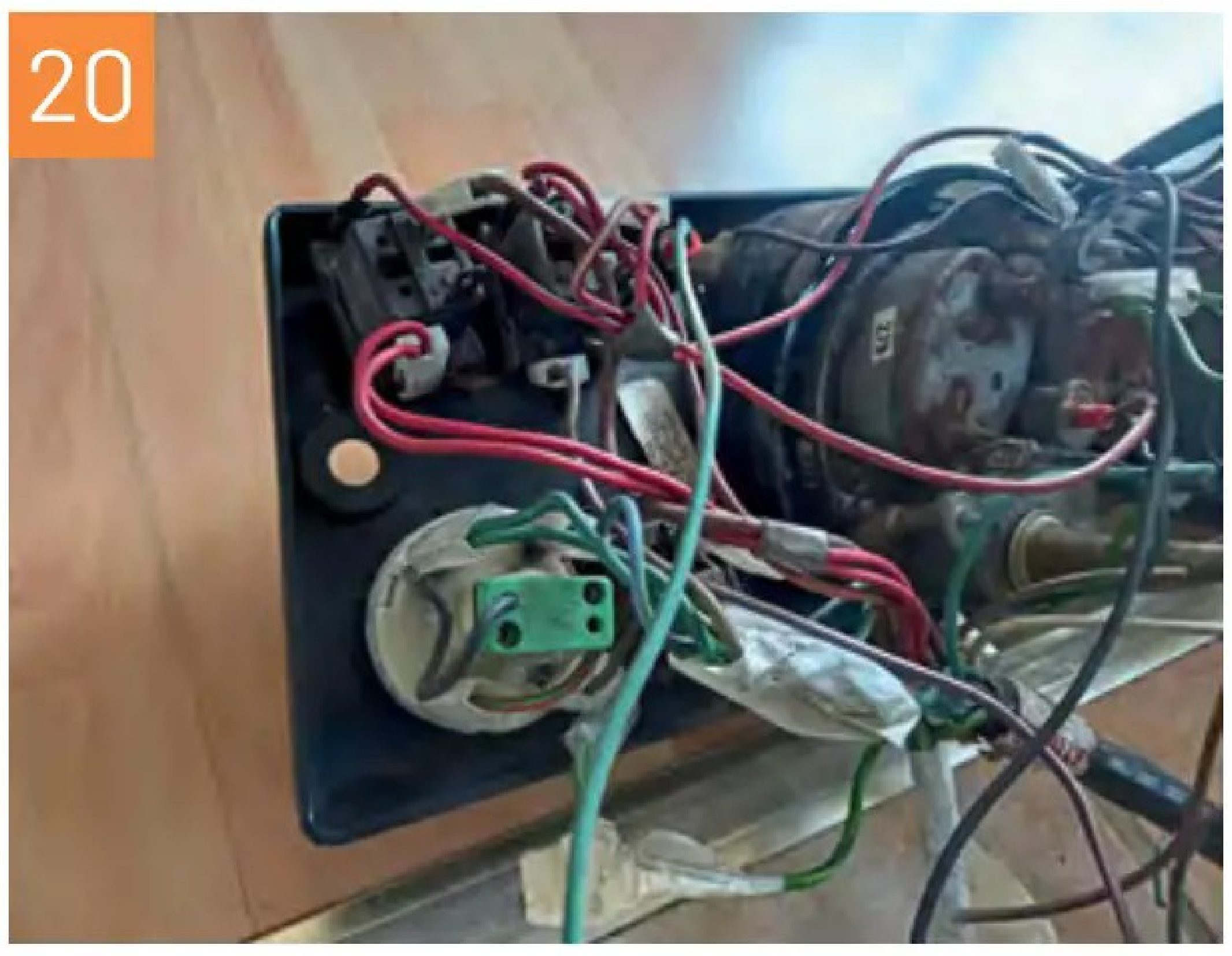


19

CIRCUIT DIAGRAM, V8 MODELS, R.H. & L.H. STEERING, NEGATIVE EARTH

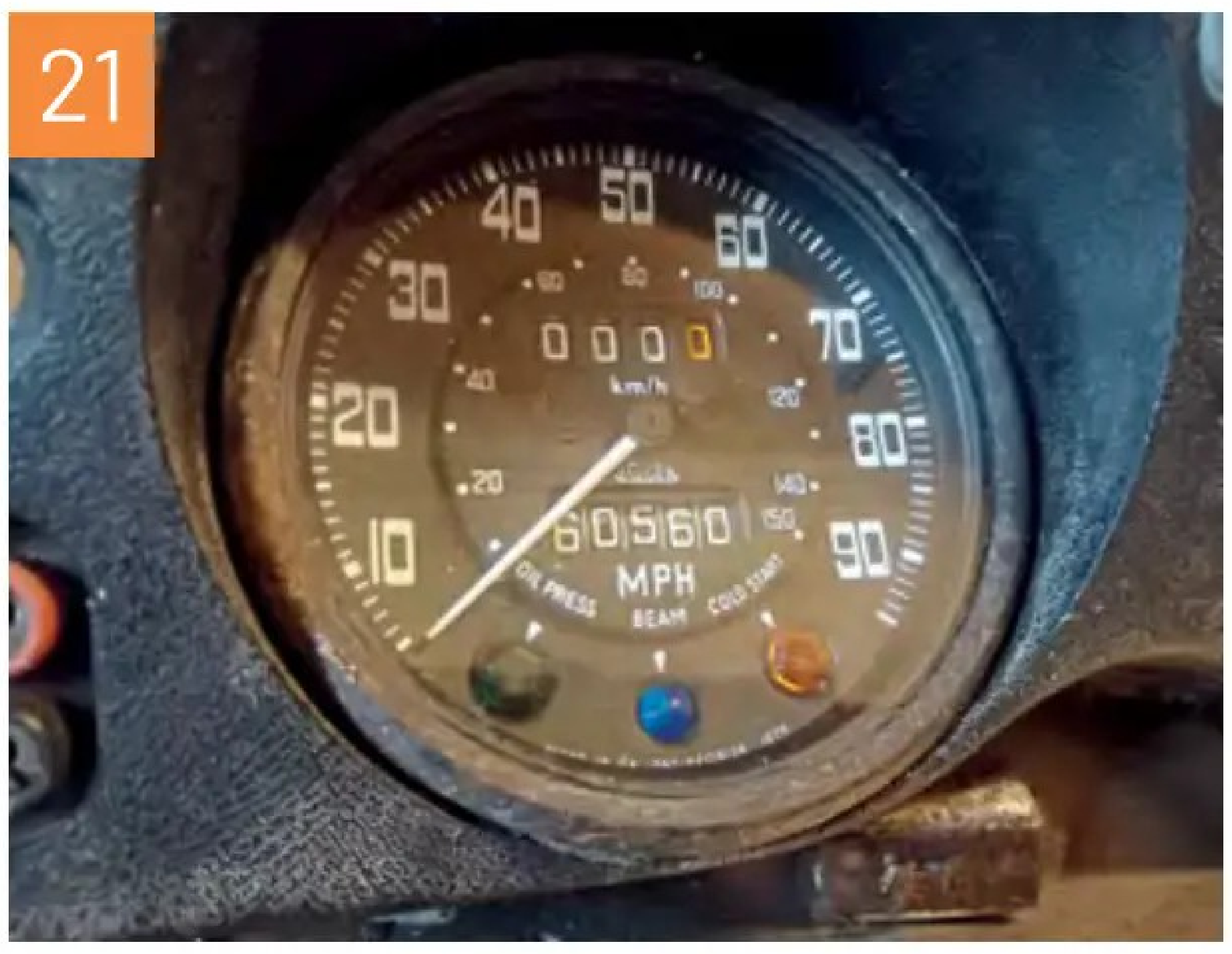
Models with rear fog lamps

The workshop manual diagram was helpful but not quite correct for my prototype version



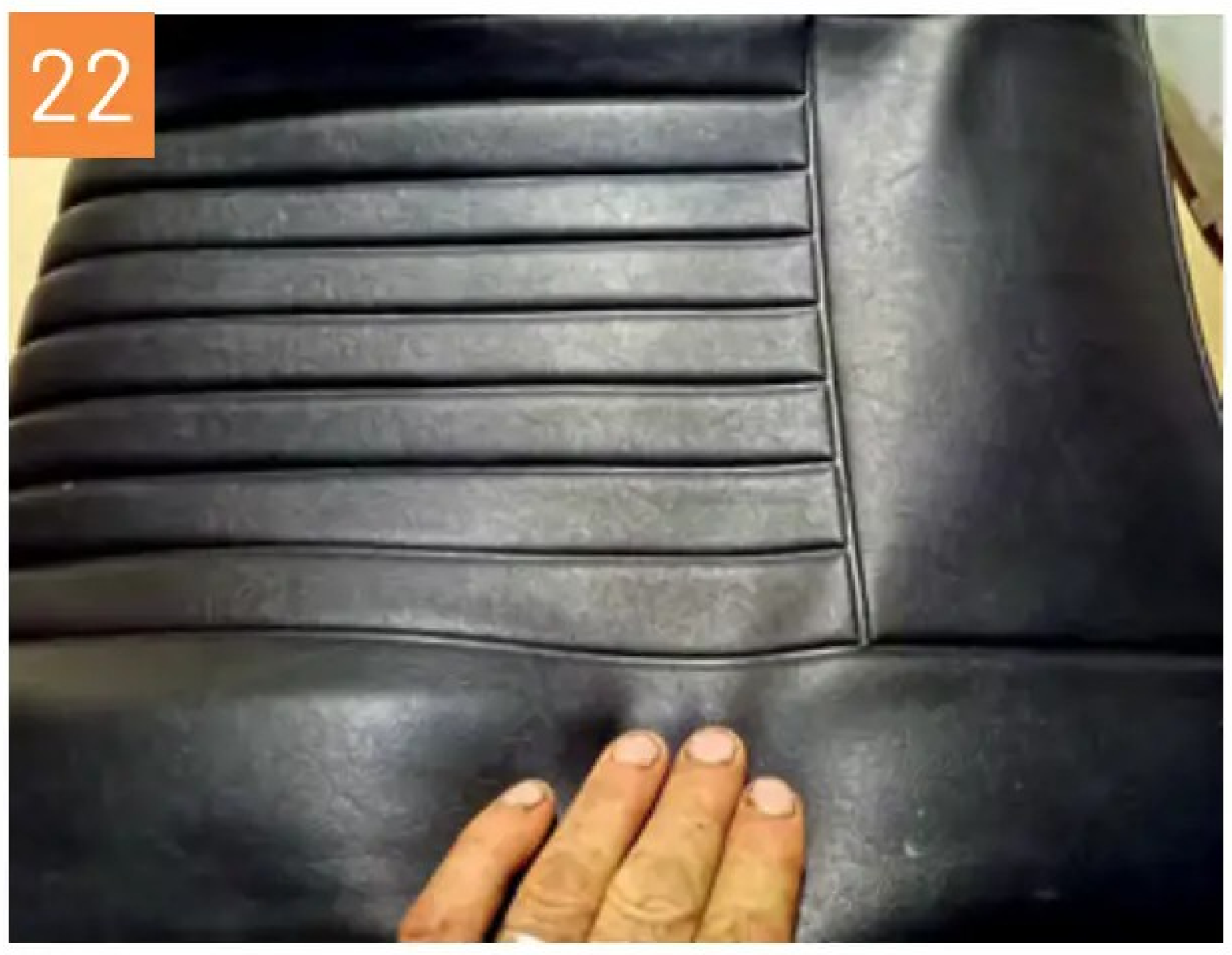
20

I replaced all the plastic terminal insulation boots – it took a while to find the correct type online



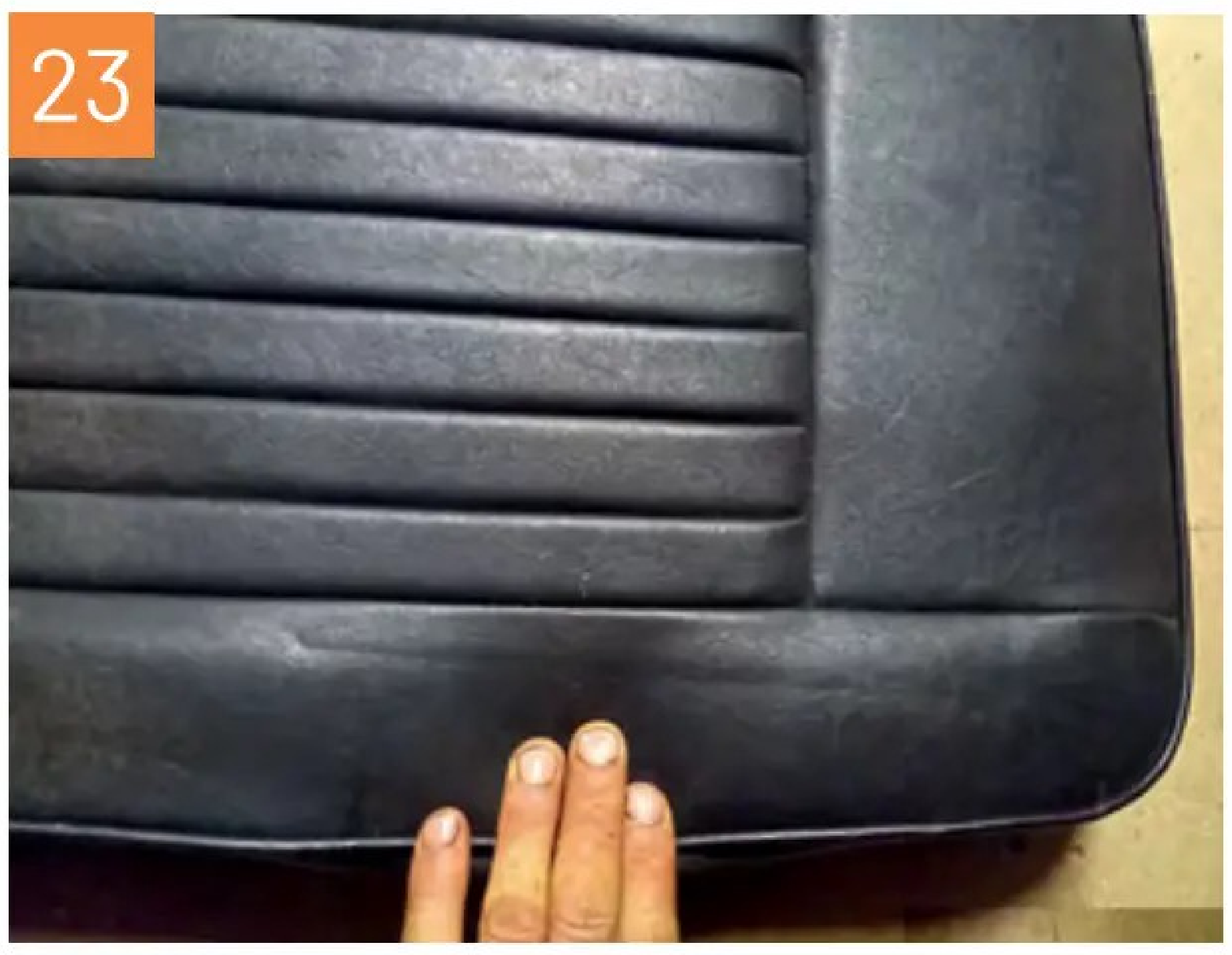
21

The speedo before stripping and restoration – it had only done a handful of miles since its last MOT



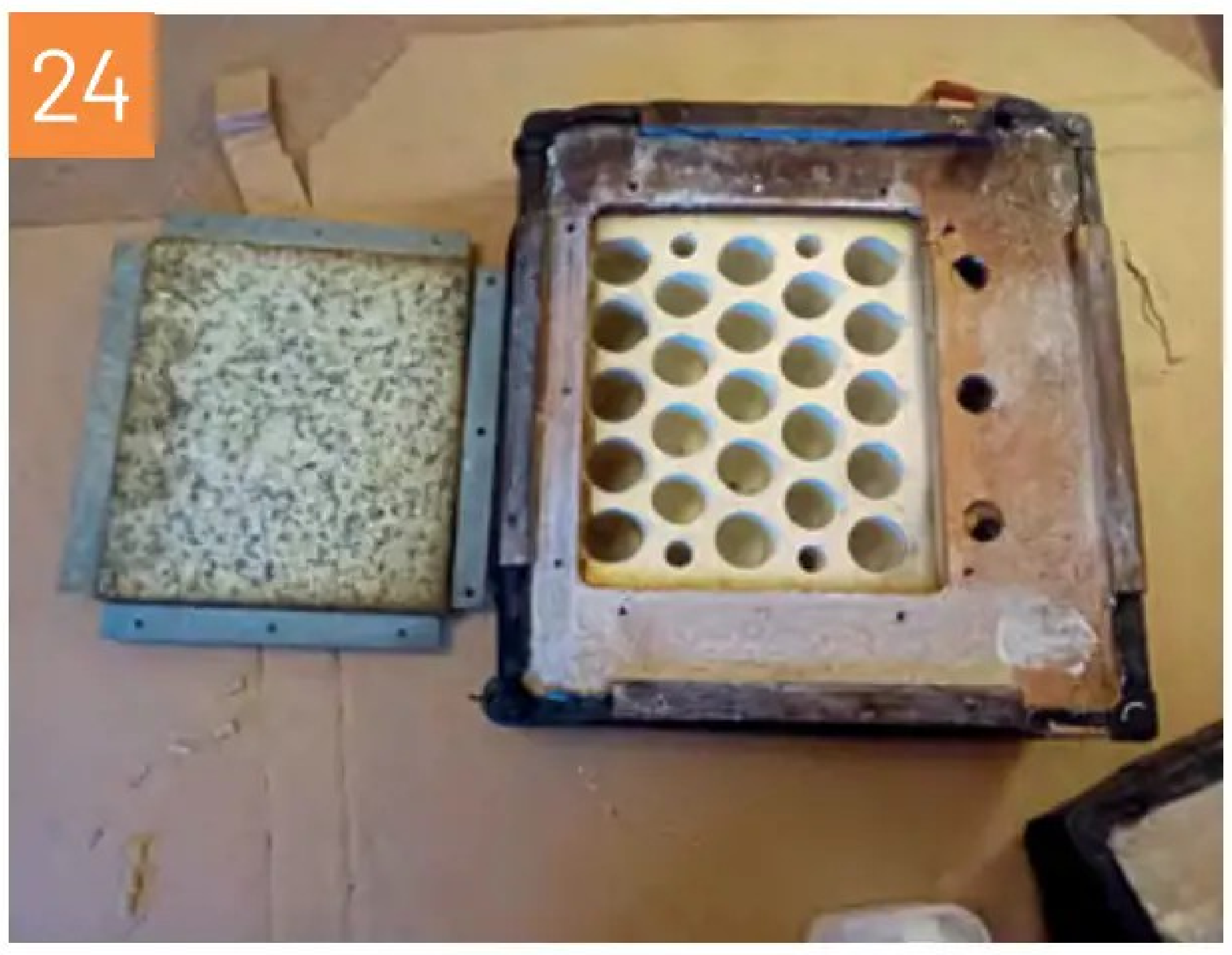
22

There were two different types of deluxe seats – this is the later type where the pleats are printed vinyl and we think, correct for VRW



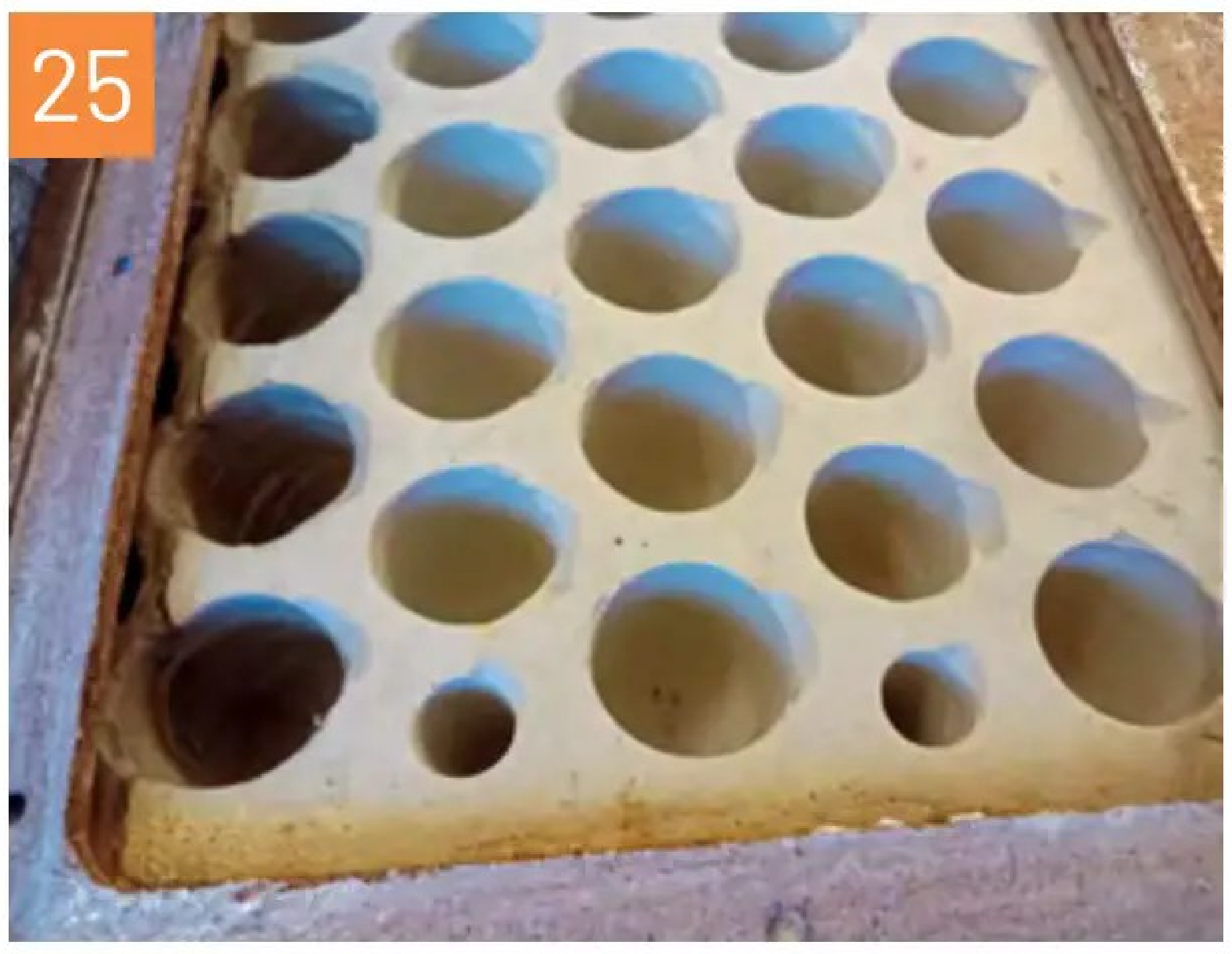
23

This is the earlier style of deluxe seat with sown in pleats – I chose to fit the later type



24

The metal base plate fixings had come loose on the front side seats but I was keen to repair and keep them


25

This is original egg-box type of Dunlopillo in the original seats and is really comfortable

26

Using a wash of PVA to seal the chipboard bases

27

Metal baseplate refitted with some spare plastic clips I took off a scrap seat

28

eBay came up trumps with a good genuine used Lucas L691 reversing lamp – the Stage 1 had two of these and one was missing

29

I also found a pair of good used Lucas wing repeater lights

30

Britax
ENGLAND

I managed to get a set of good used Britax static seatbelts of the correct era

31

I've still to decide what I'm going to do with the original rear numberplate – it's slightly scruffy but I don't want to replace it

32

I got a reasonable replacement front numberplate – the font isn't perfect but it's close

33

I asked a local motorcycle restorer to repair and paint the steering wheel and it came back looking like new

34

A perfect match for the original crackle paint on the centre cap

35

I found a gear lever boot on a scrap vehicle and despite being outside for years, it cleaned up well

36

I got a pair of metal headlamp bowls on eBay and after a blast and paint, they're perfect

CROSSING THE SIMPSON

Thomas Brownlie and his Perentie finally reach Australia's Simpson Desert

WORDS AND PICTURES **THOMAS BROWNLIE**

Last month, I wrote about how our Simpson Desert crossing adventure started with a long road trip just to get there. I finished off with our team – me and my good friends Michael and Elizabeth Vaughan – spending the night at 3 O'clock Creek campground in Witjira National Park. To recap, I was in my Perentie and they were in Michael's company vehicle, a dual-cab Ford Ranger ute.

So, after another pleasant night under the stars, we left camp and headed to the Mount Dare Hotel, the last stop before entering the Simpson Desert.

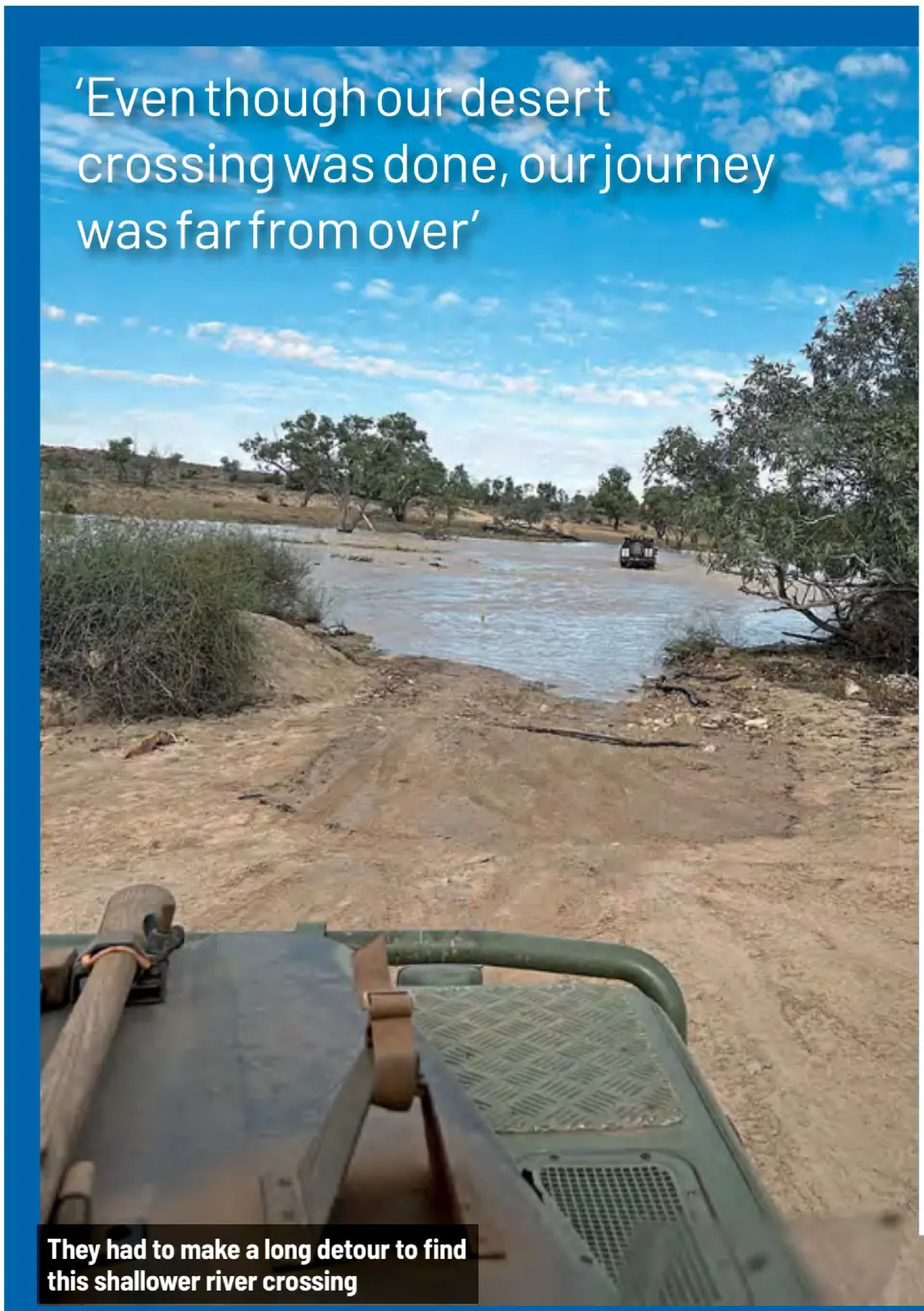
It's always a good idea to stop here, refuel (very expensive) and check the road conditions. We discovered that certain tracks in the Simpson had been closed due to rain, but the route that we had planned was still open.

Fuelling up, we paid the most for diesel fuel – Aus$3.50 per litre.

We only needed a little fuel as we had

Desert colours: Sunset over the Simpson Desert

'Even though our desert crossing was done, our journey was far from over'


They had to make a long detour to find this shallower river crossing

The Simpson Desert has more than 1,100 dunes which need to be crossed. This is Big Red, the largest

been topping up along the way since leaving Broken Hill. We also took the opportunity to air-down the tyres to approximately 20psi, as the track was now sandy, and our speeds would be slow.

We also fitted our sand flags – highly visible, fluorescent safety flags mounted on poles, which is a mandatory safety feature when crossing steep dunes in the Simpson.

Next stop was the Old Andando Homestead. This is a simply amazing place. The previous owner was a woman called Molly Clarke. She lived there for 50 years, but had to leave due to failing health and poor eyesight and one day she walked out, abandoning it.

The homestead is a time capsule – essentially being untouched from the day she left. We spent hours exploring the main house, amazed at how tough Molly must have been living there.

Leaving the old homestead, we headed up the Madigan Line and camped at Camp Number 1A.

The Madigan Line is the name of the track, named after the explorer Cecil Madigan, who led the first scientific expedition across the area in 1939. It took Cecil 35 days to cross this section of the Simpson using camels.

The track is one of the more challenging routes in the Simpson.

The next day, as we followed the Madigan Line, we decided to try to find each of the 'camps' that Cecil Madigan had stopped at. Each campsite was numbered with a small plaque attached to a star picket.

The camps were easy enough to spot and offered a chance to stop, have a break from driving, a drink or snack and simply admire the desert. We passed through Camp 1A all the way up to Camp 8.

There is a surprising amount of wildlife in the desert, and each day began with birds chirping before sunrise. Unfortunately, there was also a downside: the flies would arrive at approximately 7.30am and we soon learnt to have breakfast before then.

While driving the track, we spotted a large group of camels in the distance. Australia has a larger population of camels than Egypt, with over one million wild camels.

We also spotted some Dingo prints on the track, but we did not see the animal

The Perentie and the Ford Ranger stopped on the side of a large salt pan

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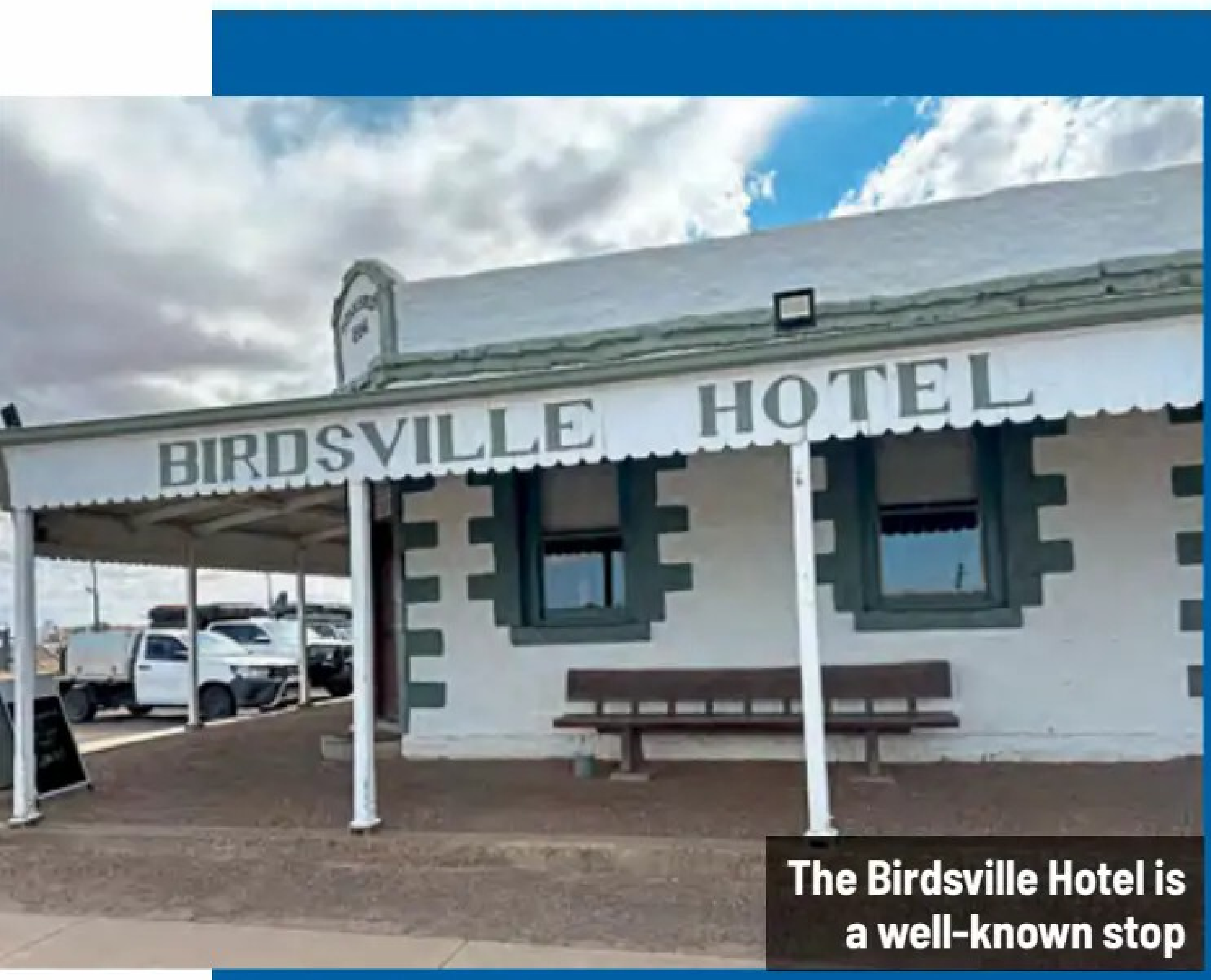
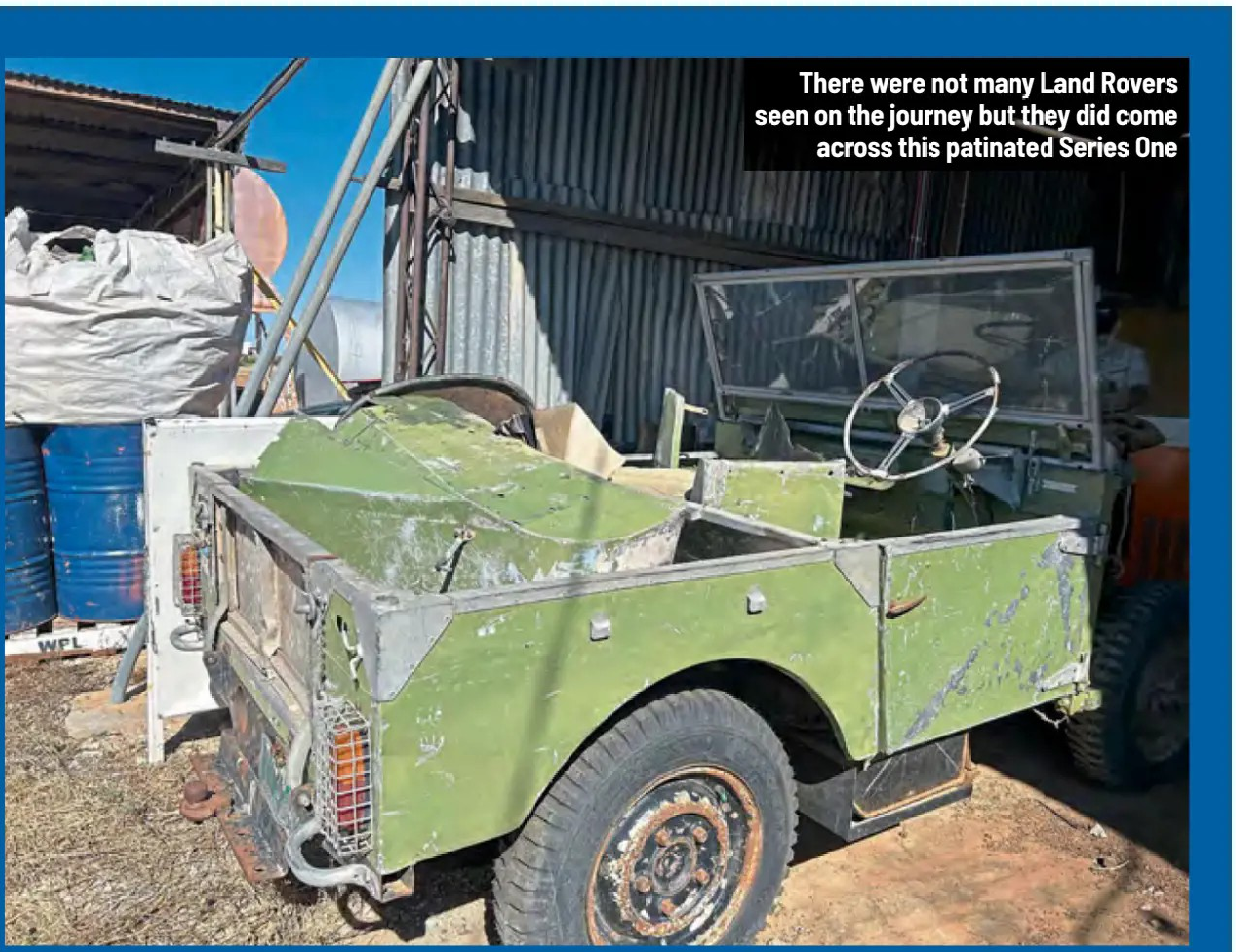


The Birdsville Hotel is a well-known stop



There were not many Land Rovers seen on the journey but they did come across this patinated Series One

The journey covered approximately 5,764km in 18 days but did come across this patinated Series One

itself. Setting up camp that night in the desert for the first time, it appeared the stars seemed brighter than on any of the previous nights.

The next day, we came across a solitary old camel on the road. He was a sad-looking creature, and I can only assume that he had been kicked out of the group by a young bull and was wandering off alone.

He walked down the middle of the track for quite a while, turning around now and then with a grumpy look on his face. He eventually left the track, and we were able to drive on.

It was a long and tiring day, with most of the driving done in first and second gears. Throughout the trip in the desert, I was in high range with the diff lock in, rarely needing to engage low range.

Feeling quite tired, we stopped early and set up camp at 3.45pm. Michael and Elizabeth had been battling a head cold for a few days, and unfortunately, it finally caught up with me. Still, it is hard to feel down when you are travelling with friends on an outback adventure.

Completing the Madigan Line part of the trip, we continued onto the Hay River Road. The sand was quite compact, allowing us to increase our speed somewhat; however, as the day drew on, the outside temperature increased, and by the end of the day, I was quite hot, sticky and tired.

We spotted more camels and three wild horses. The flora was beautiful, and recent rainfall meant that there was a myriad of colours in the desert. It was a beautiful sight.

Continuing our trip, we headed down the Hay River Road to 'Poeppel Corner' where the state borders of Queensland, South Australia and the Northern Territory meet.

The corner is named after Augustus Poeppel, who did a survey in the mid-1880s to find the exact location where

BETOOTA
HOTEL
OUTBACK QUEENSLAND
FUEL
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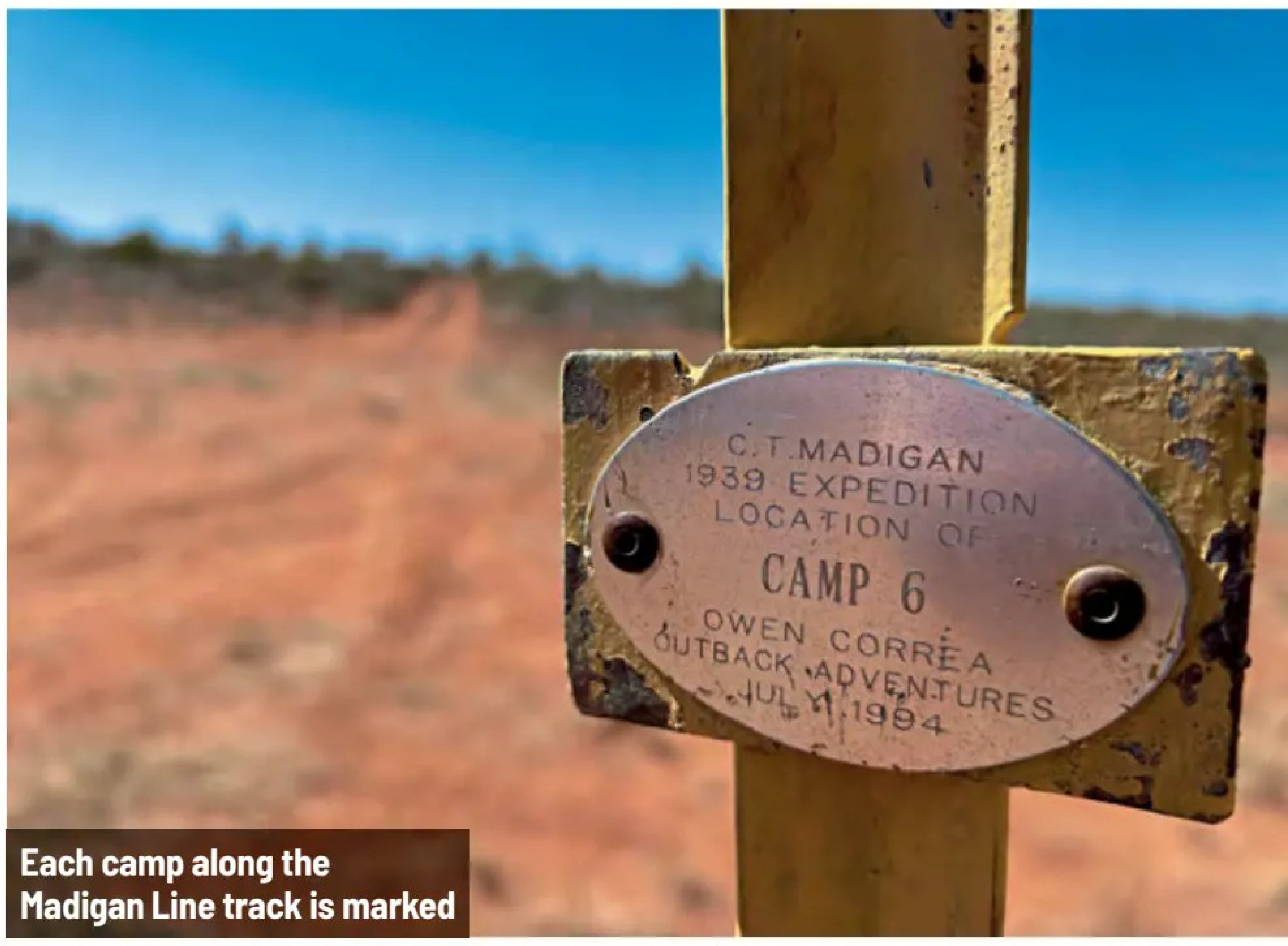
43

The Betoota Hotel offered a welcome break from the heat and driving

The Dig Tree gets its name from explorers Robert O'Hara Burke and William John Wills



Each camp along the Madigan Line track is marked

the colonial borders meet. After obligatory photographs at the marker, we left the corner and continued.

Unfortunately, we needed to cross a river that was far too deep, which meant a 50km diversion, a shallower river crossing, and then a 50km diversion back to what was basically our starting point, but just on the other side of the river. I don't have a snorkel on the Perentie and wasn't expecting to do a river crossing at all.

Whereas we had not seen another vehicle on the Madigan Line, we began to see several other vehicles after leaving Poeppel Corner, a sign that we were travelling on an easier track.

Our last official day in the desert saw us follow the 'QAA Line', which has markers every kilometre. As the track is two-way here, you need to use your CB radio to inform other users as you approach each marker. I saw a lot of Toyotas and Ford Rangers and one Isuzu, but did not spot any other Land Rovers in the Simpson.

Near the end is a famous dune called 'Big Red'. It is well over 30m tall, and I am proud to say that I climbed it on the first attempt in the Perentie. There are approximately 1,136 dunes to cross in the Simpson, and during the entire trip, I only needed to retry one, as I simply did not have enough momentum to conquer it on the first attempt.

Overall, the Perentie had been fantastic and arriving in Birdsville, I filled it up and did some sums. I travelled approximately 917km (570 miles) in the desert, averaging 9.7lt per 100km (24.2mpg).

Talking to a Nissan Patrol owner and a Toyota Land Cruiser owner at the diesel bowser was interesting. They couldn't believe my fuel consumption as they averaged over 20lt per 100km (11.7mpg).

Even though our desert crossing was done, our journey was far from over as our »

Overall, the Perentie performed flawlessly and Thomas was happy with fuel consumption returned during the desert crossing

'As the track is two-way here, you need to use your CB radio to inform other users as you approach'

One of several wild camels seen on the trip

The travellers came across the skeleton of a wild camel in the desert

thoughts turned to the route home through the outback. After a nice shower (the first in six days) and a good night's sleep, we discovered that a lot of the roads out of Birdsville were closed due to rain, so we changed plans and headed towards the Betoota Pub. This is an interesting outback pub, resurrected by an ex-panel beater.

We then headed to Haddon's Corner, which is the border between Queensland and South Australia, and took an obligatory photograph before making our way to Cordillo Downs, a working pastoral lease with an amazing historic woolshed. It was quite a detour to visit, but well worth the effort.

It had been another long day in the saddle, but we had beautiful, clear skies as we camped by an empty riverbed.

Our next major stop was the Burke and Wills Dig Tree, which gets its name from explorers Robert O'Hara Burke and William John Wills. The two men completed the first north–south crossing of the Australian continent, but both died during their return journey in 1861.

Our last stop for the day was Thargomindah, where we had a lovely pub meal.

The next morning, we explored Thargomindah, a rural town in the Shire of Bulloo, Queensland. It has a hydroelectric plant that has been using hot springs to generate electricity for over 100 years.

We had a bit more route planning to do, as more road closures due to rain meant a few detours, and we ended up bush camping on the side of the road that night in a national park on our way to Wilcania. It was bitterly cold.

With the end of the trip nearing, we stopped in Hay, a town in the western Riverina region of south-western New South Wales, for some lunch.

This was one of the longest drives we had on the entire trip, more than 500km. As the Perentie is a soft top, it does get quite loud at speeds above 80kmh. It is a comfortable vehicle, but with no power steering, no air conditioning (apart from the slide windows and the front vents), and a canvas roof, it can get tiring over long distances. Still, I wouldn't change it for the world.

In summary, we travelled approximately 5,764km (3,582 miles) in 18 days. Travelling through outback Australia is an amazing experience, something that every traveller should experience.

We had no real mechanical issues, apart from the coolant leak that was traced to a blocked hose, and some loose clamps and didn't need the satellite telephone.

It had been an amazing trip, and the Simpson Desert is a beautiful place, especially after some rain with wildflowers in full bloom, while the nighttime skies are spectacular. CLR

'The next day, we came across a solitary old camel on the road'

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The sand flags of the Ford Ranger in front can be seen clearly

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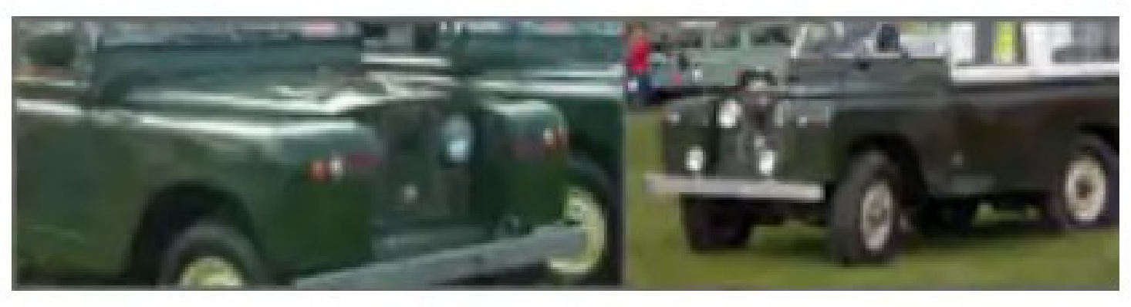

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4-5

BATTLES THROUGH HISTORY
Location The South of England Showground,
Ardingly, West Sussex, RH17 6TL
www.battlesthroughhistory.co.uk

5

NEWBURY LAND ROVER, 4X4 AND VINTAGE AUTOJUMBLE SPARES DAY
Newbury Showground, RG18 9QZ
shows@lrm.co.uk

12

RIPON LAND ROVER, 4X4 AND VINTAGE AUTOJUMBLE SPARES DAY
Ripon Racecourse, Boroughbridge Rd, Ripon, HG4 1UG
shows@lrm.co.uk

26

MALVERN LAND ROVER, 4X4 AND VINTAGE AUTOJUMBLE SPARES DAY
Three Counties Showground, Malvern,
Worcestershire, WR13 6NW
shows@lrm.co.uk

NOVEMBER

7-9

CLASSIC MOTOR SHOW
NEC Birmingham, B40 1NT
www.necclassicmotorshow.com

23

THE GREAT BRITISH LAND ROVER SHOW
NAEC Stoneleigh
Kenilworth, CV8 2LZ
www.gblandrovershow.co.uk

2026

JANUARY

10-11

THE ADVENTURE TRAVEL SHOW
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52 Upper Street, Islington London, N1 0QH
www.adventureshow.com

MARCH

21-22

THE NATIONAL OUTDOOR EXPO
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https://nationaloutdoorexpo.com

APRIL

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MAY

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KESWICK MOUNTAIN FESTIVAL
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Cumbria, CA12 5DJ
keswickmountainfestival.co.uk

22-26

ALRC NATIONAL RALLY
Green Hall Farm, near Llanfyllin, Powys,
SY22 5LG
https://alrc.co.uk

JUNE

4-6

ABENTEUR & ALLRAD
Bad Kissingen, Germany
www.abenteuer-allrad.de/en

12-14

ROYAL THREE COUNTIES SHOW
Three Counties Showground, Malvern,
Worcestershire, WR13 6NW
https://royalthreecounties.co.uk

SEPTEMBER

5-6

LRO SHOW
Belvoir Castle, Grantham, NG32 1PA
www.lroshow.com

6

THE GREAT BRITISH CAR JOURNEY LAND ROVER DAY
The Great British Car Journey museum,
Unit 4 Derwent Works,
Ambergate, DE56 2HE
https://greatbritishcarjourney.com

To have your Land Rover event listed here send details to news@classiclandrover.com

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The latest and coolest gifts, gadgets and gear for Land Rover enthusiasts

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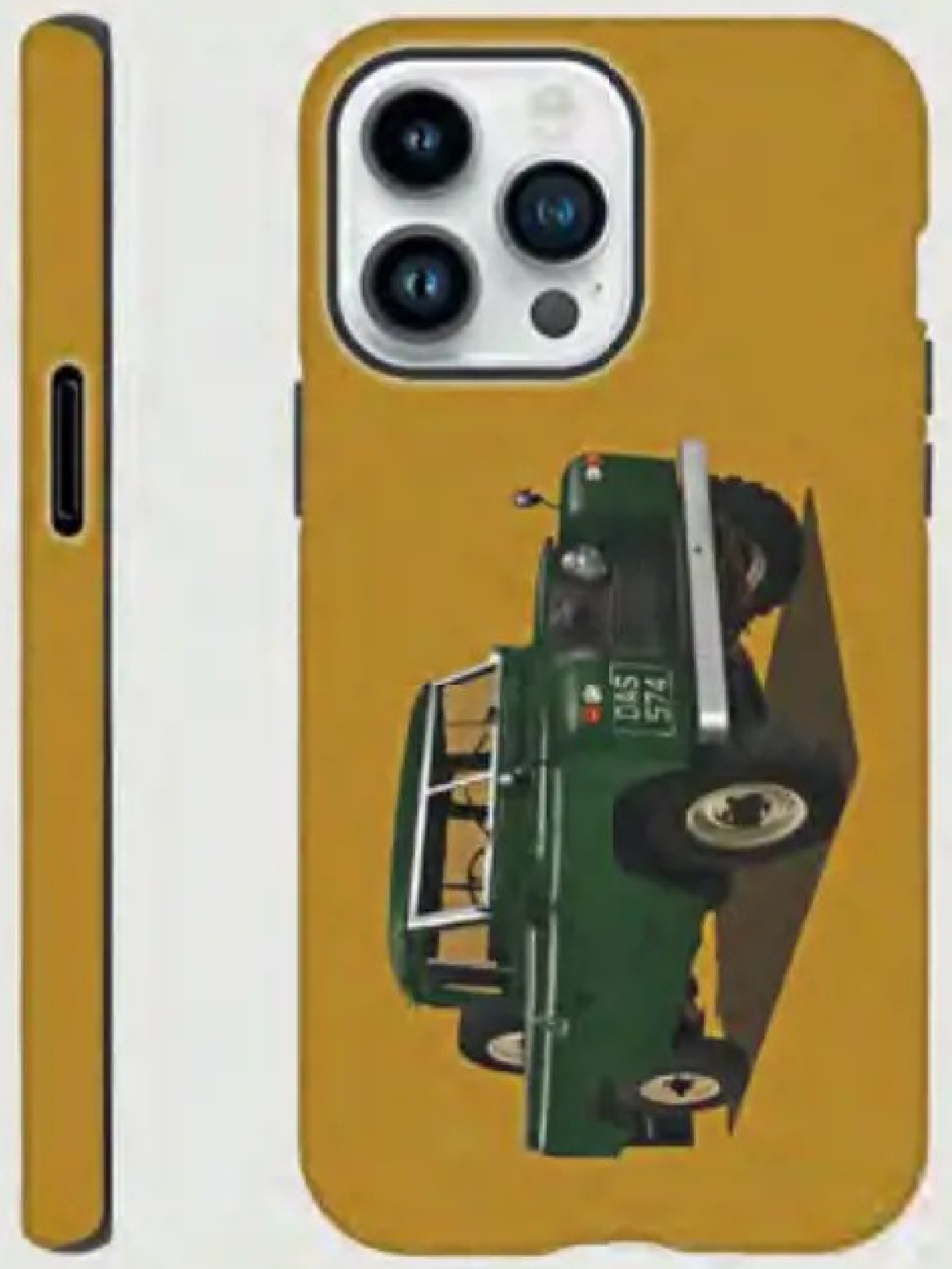

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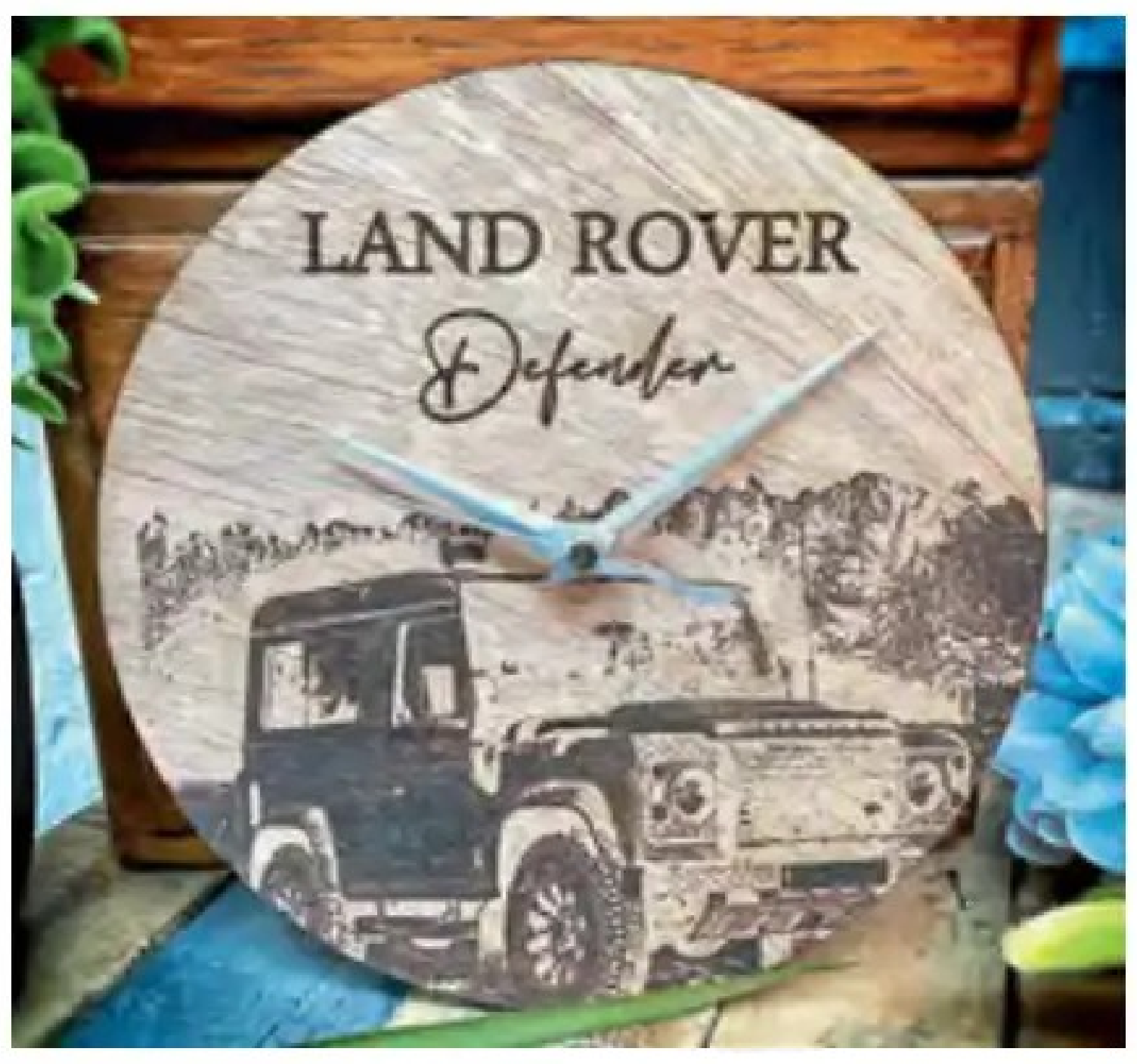

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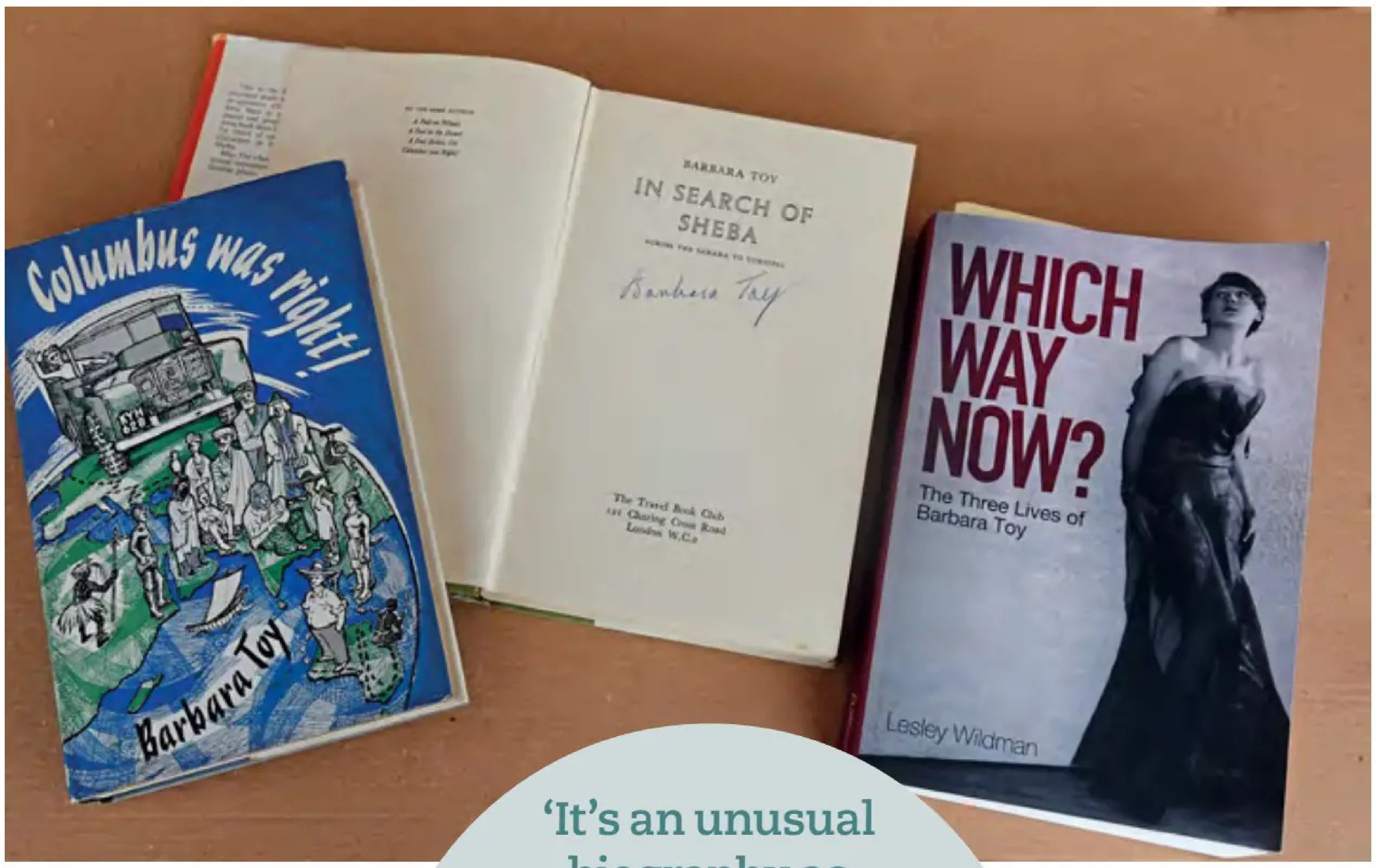
TOY'S STORY

Barbara Toy made solo journeys to the Middle East and North Africa throughout the 1950s, writes **John Carroll**

WORDS **JOHN CARROLL** PICTURE **LAND ROVER LTD**



> 'It's an unusual biography as Barbara's story is almost exclusively told through the letters written primarily to her mother, but devoid of any replies'

The news that the famous 1950s 80in 'Pollyanna', once owned by Barbara Toy FRGS (1908-2001), recently returned to California was interesting.

I say 'returned' because in 1956-57 Barbara drove around the world in Pollyanna, including driving from San Francisco to New York.

While in California, she went out on a trail to Calico, a former mining town in the Calico Mountains of the Mojave Desert region of Southern California.

It was founded in 1881 as a silver mining town, but it was a ghost town by the 1950s. By chance, she met the Hemet Cavalcaders, a Southern California 4x4 club formed in 1949 that is still extant and whose badge Pollyanna still carries. This meeting was mentioned in her 1958 book, Columbus was Right!

In 2025, her Land Rover was back in California as one of those to be exhibited at the prestigious Pebble Beach Concours d'Elegance. This was held in Carmel-by-the-Sea, California, where Land Rover staged an exhibition of special expedition vehicles.

All this got me thinking back to when I met Barbara. Back in 1998, as part of Land Rover's 50th anniversary celebrations, the company's press office ran a competition called In Search of a Legend.

As I recall, various regions nominated candidates for being the most legendary and the final was held at the Solihull factory, where all the Land Rovers and their owners were assembled.

Barbara and Pollyanna were among the finalists. I was pleased to meet this sprightly 90-year-old. Having read some of her nine travel books, I was able to have an interesting conversation with her.

I remember her being genuinely pleased when I produced one of her books and asked her to autograph it. She died just three years later, and that seemed to be the end of her story until 2025, when a biography of her appeared.

It was compiled after Barbara's death by artist Lesley Wildman, who was a friend of Terri and Ian Wells. It came about almost by chance as the latter was Toy's nephew. On his death, his widow, Terri, asked for help clearing the artist's Oxfordshire studio that Barbara and Ian had shared.

Had it not been for the chance discovery of Barbara's archive of letters, even less would now be known about this enigmatic woman.

It's an unusual biography as Barbara's story is almost exclusively told through the letters written primarily to her mother, but devoid of any replies.

In some ways, this makes reading it a bit like hearing half a conversation when someone is on the phone. Nonetheless, it's an extraordinary story of an Australian woman who separated from her husband in Europe during the 1930s.

She travelled but spent the '30s and World War Two in London, where she worked as an actress and playwright. Things changed spectacularly when she bought the 80in Pollyanna in 1950 and began the ambitious overland journeys, particularly to North Africa and the Middle East, that have fascinated Land Rover enthusiasts ever since.

These journeys resulted in nine books (one published posthumously), but despite this, she's not the most well-known of overlanders, even though her journeys started five years before the Oxford and Cambridge trips. According to Lesley Wildman's book, this is possibly because immediately before her death, she'd lent much of her archive material to a journalist whose car was stolen and burned with her priceless collection still in it.

The book does touch on her personal life, but having read it, she comes across as a brave but lonely individual with an unsatiated wanderlust in her soul. Some of her later journeys were in Series IIA Land Rovers, and a sponsorship from Rover saw her part with Pollyanna in 1959. However, in 1989, she was able to reacquire it and retain it until her death, which illustrates her fondness for it.

In 1990, at the age of 81 and as vice-president of the Land Rover Register 1948–1953, Barbara set off on another world tour in Pollyanna and completed a second circumnavigation.

Which Way Now? contains much information about Barbara but leaves plenty of questions unanswered, which probably would have suited her character, unlike its plentiful typographical errors. Those aside, it's worth buying if you want to find out more about this spirited Aussie and her books.

Apart from a chapter about her journey's end, it stops in 1979. Get it at www.vintagelrco.uk/product-page,

Or it's eBay or Abebooks for her earlier books, published by John Murray. CLR

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Defender 110 & 130 - 1994 - 2002

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DA3859 | Heavy-Duty Axle Shaft Kit - Rear

Defender 90 - 2004 - 2016

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Defender 110 & 130 - 2002 - 2016

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